

HALF LIBERTY LOAN MINIMUM QUOTA IS ALREADY PUT DOWN

New York Reports Subscriptions to Date Total G.\$1,500,000,000

U-BOAT AS EXHIBIT

Use Craft Captured by British to Arouse People's Enthusiasm

THREE DAYS MORE

Great Closing Effort Will Be Made in Shanghai On Wednesday

(Reuter's Agency War Service)

New York, October 18.—Gold \$1,500,000,000, half the minimum quota of the Liberty Loan, has already been subscribed.

A U-boat, captured by the British, will be exhibited in New York in aid of the Liberty Loan.

The Campaign In Shanghai

Three days are left for Shanghai Americans to add their weight to the American Liberty Loan drive. Those three days are expected to be made productive and will be, if the committee's plans are successful.

One gratifying feature of the campaign is the response it is meeting among Allied subjects. Britons particularly are showing an active, practical interest and two more large subscriptions came in yesterday.

Although not officially given out, it is known that from the staff of the British-American Tobacco Company alone \$8,000 has been subscribed and this does not include the men in the interior. From them a proportionately large sum is expected. A large number of their subscriptions have already come in.

The big day will be Wednesday, Liberty Loan Day. Some of the large American firms will observe the day by closing. A final appeal will be made at the tiffin. There will be no solicitation of subscriptions, but blanks will be provided for all those present to fill out and mail at their own initiative.

People Will Not Pay Up for German Loan

Show Resentment Over Assessments Made Under War Profits Tax

(Reuter's Agency War Service)

Amsterdam, October 18.—The Koelnische Zeitung complains that there are large numbers of people abstaining from subscribing to the 7th War Loan, as a mark of resentment at their assessments under the War Profits Tax.

ARCHBISHOP DEGRADED AND ORDERED CONFINED

Interfered In Politics, Assisting In Harassing Venizelos; Others Sentenced

(Reuter's Agency War Service)

Athens, October 18.—The Archbishop of Athens, has been sentenced by the Ecclesiastical Court to degradation and confinement for two years in a monastery, for interfering in politics and for assisting officially in the anathema against M. Venizelos. Other prelates concerned were sentenced to various penalties.

FRANKFURT IS BOMBED

(Reuter's Agency War Service)

Amsterdam, October 18.—Allied aeroplanes bombed Frankfurt on Friday in the daytime.

London, October 19.—The Admiralty has issued the following communiqué: Our naval aircraft, yesterday morning, dropped many bombs, with satisfactory results, on the aerodrome at Varsenare. They all returned.

Serious Anxiety Needless If Prompt Decision Made, Is Peking Paper's Opinion

Says Government Shown Willingness to Talk Reason Beyond South's Deserts; Must Think of Powers

(Reuter's Pacific Service to The China Press)

Peking, October 19.—Reports of the situation in the South are very conflicting. According to a private source, Inspector-General Lu Yung-ting is not following a fixed policy and the majority of recent events were due to the activities of his followers, among whom the Extremists at present have the greatest influence and are advocating the immediate opening of hostilities against the Government. It is understood that the Kwangtung troops sent to Linling were untrained recruits and not Lu Yung-ting's own men.

The Central Government still hopes to avert civil war, if the Linling revolt can be quickly suppressed, but, at the same time, it has made every preparation to meet the situation. Should hostilities be unavoidable, the Government is confident that the present forces in Hunan and Szechuan will be sufficient to cope with the trouble in those Provinces, but a number of Northern troops have been mobilised and are ready to move at a moment's notice, should any untoward events occur.

News Not Comforting

The Peking Daily News, referring to the article in THE CHINA PRESS on the 18th, says that the news of the situation in the South is certainly not comforting, but is far from such as to cause serious anxiety, either here or elsewhere, if the Government handles the situation with immediate decision. Beyond question, the Government has shown willingness to talk reason far beyond the deserts of those responsible for the Southern movement, even beyond the point of practical necessity and wisdom.

The Government's lenient and somewhat indifferent attitude has perhaps encouraged sedition, but the root of the evil lies in the fact that the South at present is swarming with extremely ambitious men. These have not shown themselves particular friends of Sun Yat-sen, because they realise that his inordinate ambition and greed, qualities which have developed in him since the Revolution, effectively prevent any spoils going to themselves. Hence, they have been somewhat backward in supporting Sun Yat-sen, but one with a much stronger personal following and with the additional advantage of controlling

(Continued on Page 2)

DOUBT PERSIA IS SAFE AGAINST TURK ADVANCE

Position of Germans In Shameen Queried

Official Institutions Closed; Will Question Peking On Status Of Business Firms

(Reuter's Agency War Service)

London, October 18.—In view of the coming campaigning season in the Middle East, The Times points out that the Russians still hold nearly the whole of their conquests in Armenia, though it is long since any public information has been given about their strength. Small bodies of Russian troops are also scattered along the Turco-Persian frontier from the neighborhood of Lake Urmiah to an unknown point north-east of Bagdad, but these would probably be unable to withstand a Turkish advance into Persia in strength. The most notable feature of the whole situation is that the Turks have not seriously fought the Russians in the Middle East since last winter.

American Squadron Pays Uruguay Visit

(Reuter's Agency War Service)

Monte Video, October 18.—A United States naval squadron has arrived.

MEDICAL ADVISER TO U. S.

(Reuter's Agency War Service)

New York, Oct. 18.—Sir Berney Moynihan, Professor of Clinical Surgery at the University of Leeds, who has been officially lent by the British Government to advise the United States Army Medical Corps, has arrived at an Atlantic port.

DISMISSAL OF PREMIER DEMANDED BY CANTON THROUGH ULTIMATUM

Lu Yung-ting And Southern Tu-chuns Join In New Telegram To President

AN IMMEDIATE SETTLEMENT

Call For Constitution And Parliament Disputes To Be Ended Forthwith

The strings of the local purse, namely, Inspector-General Lu Yung-ting, has now seen that the moment is opportune to take the lead and to rally round him, as he thinks, four of the Southern provinces. As is well known, General Lu Yung-ting aims at the union of Kwangtung, Kwangsi, Kweichow and Fukien and, for the time being, he seems to have achieved his aim.

PERSONAL AMBITIONS

The fact that this movement is based entirely on personal ambitions does not make it any the less necessary to deal with it immediately. The Government has two courses—either to fight or to compromise.

The Government may decide to compromise. If it does, then it must be final. China cannot afford to have constant revolts against the constituted authority. It is the absence of discipline in the country that can only work harm.

It will not do to omit from any calculation the attitude of the foreign Powers, especially the Allied Powers, who stand firstly for a settled and peaceful China. If they thought a compromise would ensure lasting peace, they would do everything to promote it.

On the other hand, the Government may decide to fight. There is not the slightest doubt what would be the issue of an armed conflict between the Government and any aggregation of the provinces likely to be formed in the South. If the Government can convince the Powers that a compromise is out of the question, it will undoubtedly have the moral backing of the Powers, for it is inconceivable that they will support any revolt in the South, especially one engineered as this is being.

No Principles At Stake

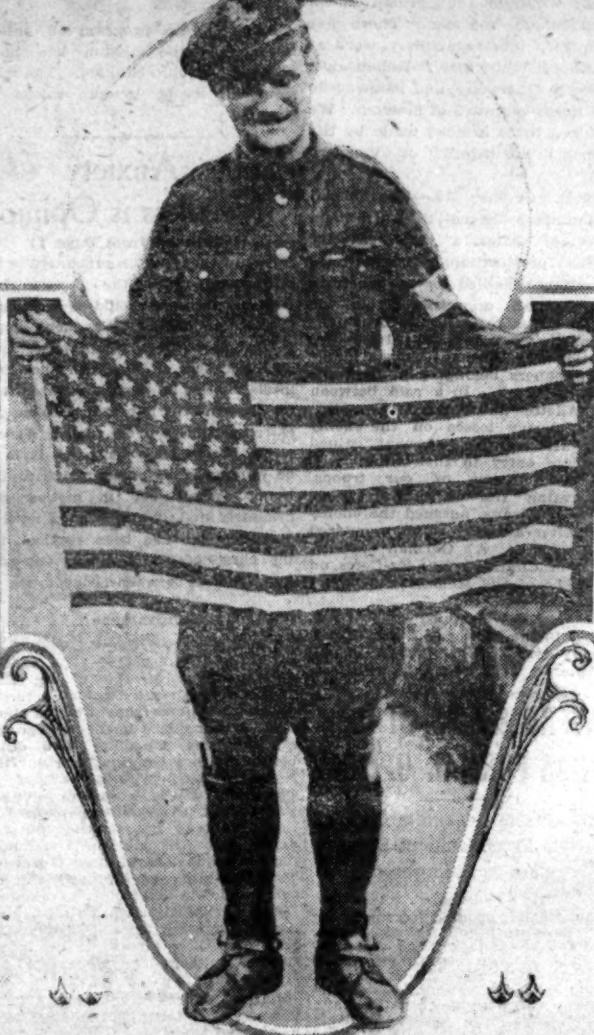
The present case is quite different from that of 1911, when principles were at stake and the Powers properly stood aside. Today, no principles are at stake, except the principle of orderly government, which would enlist the sympathies of the foreign Powers on the side of those who support it and whom the Powers have recognised as its embodiment.

The Government has the choice, but the choice should be made quickly. The Government cannot afford any longer to be either indifferent or indecisive.

(Continued on Page 2)

Carried Stars And Stripes To Victory At Vimy Ridge

GUNNER W. G. CLANCY



GUNNER W. G. CLANCY
INTERVIEWED

Gunner Clancy, of the British R. F. A., holds the distinction of being the first American to carry the Stars and Stripes into battle on the French fighting front.

When the Canadians in their great victory of Vimy Ridge charged over the top and into the German lines, Clancy tied the American flag to his bayonet and went with the van of the attackers. He was severely wounded.

As a mark of special distinction in recognition of his bravery he is allowed to wear on his left arm a small American flag.

Clancy, who hails from Houston, Texas, joined the Canadian contingent who won undying glory and renown by their victory of Vimy Ridge.

S. AND W. DELEGATES ASK MERCILESS SUPPRESSION

Urge Force Of Arms To Stay Excesses Reducing Russia To Anarchy

(Reuter's Agency War Service)

Petrograd, October 18.—The Executive of the Petrograd Soldiers' and Workmen's Delegates has issued a manifesto urging the local committees to mercilessly suppress, even by force of arms, the excesses which are reducing the whole country to anarchy. The strike in the Petrograd paper-mills has ended.

As evidence of the fantastic degree of the workers' demands, sections of goods-yards men are asking over Rbs. 200 a day.

Messina Once More Devastated by Gale

Eleven Persons Lose Lives Whilst Immense Damage Done To Property

(Reuter's Agency War Service)

Rome, October 18.—Hurricanes on the 16th and 17th devastated Messina and its environs. Hundreds of dwellings were destroyed by the floods, eleven persons perished and the roads and railways were disorganized.

Kaiser Will Decide Change of Ministers

(Reuter's Agency War Service)

Tokio, October 20.—Successful demonstrations connecting wireless and ordinary telephones were made by experts belonging to the Department of Communications, on Friday.

GERMAN CROPS SHORT OF NATION'S DEMANDS

Rumanian And Neutral Supplies Fail To Relieve Acute Food Situation

(Reuter's Agency War Service)

Washington, October 18.—Reports received by the State Department indicate that the German harvests this year have not appreciably relieved the food situation in Germany. There is a great scarcity of fats and animal food generally and the supplies from Rumania and from neutral countries do not make up the lack of proteins. It has been definitely established that, while some crops are normal in volume, the scanty supplies of most commodities have not been increased.

(Continued on Page 2)

Yokohama Man's Son Is Awarded The V.C.

Major George Campbell Wheeler Of Gurkha Rifles Is Decorated For Heroism

(Reuter's Agency War Service)

Yokohama has the honor of numbering a V. C. winner among its foreign residents. He is Major George Campbell Wheeler of the Gurkha Rifles, Indian Army. He is the son of Dr. Edwin Wheeler of Yokohama and also a cousin of Mr. Sidney Wheeler of the Hongkong and Shanghai bank here. Major Wheeler with only nine men crossed a river and attacked an enemy trench.

Facing a counter-attack by a large force, he again charged with only four men and, though wounded, routed the enemy and consolidated the position he had won.

REVAL EVACUATION WAS STARTED 16TH; WILL QUIT CAPITAL

Government Preparing For Move to Moscow, But Will Not Hurry

TRAINS HELD UP

Defence of Moon Sound Vital to Security of Russian Communications

ENTRANCE BARRED

Old Fleet Is Sacrificed In Gallant Effort to Delay Germans

(Reuter's Agency War Service)

Petrograd, October 19.—An official Note announces that Russian destroyers continue to frustrate the attempts of enemy warships to enter Moon Sound. This is the main point of the struggle. Upon the result depends the security of Russian communications with the Gulf of Riga and Finland.

The bulk of the enemy's naval forces are at present in the vicinity of Dago Island and Oesel Island, opposite Ipen Straits, while units of the Russian fleet are operating in the Gulf of Riga, defending this entrance.

A later official communiqué reported: "Two German torpedo-boats were sunk through the minefield in Moon Sound, yesterday. Dreadnoughts Are Hit

"During the battle on Wednesday, our battleships secured hits on the enemy dreadnoughts. No fewer than ten German dreadnoughts of the Kaiser (24,312 tons, completed 1912 to 1913) and Koenig (25,600 tons, completed 1914 to 1915) types, ten cruisers and fifty destroyers, of which twenty were of the newest type, ten submarines and a large number of trawlers, auxiliaries, transports, hydroplanes and rafts participated with the enemy troops on Wednesday when they landed at Serro, on Dago Island.

"It is reported that eleven enemy ships are anchored off the east coast of Moon Island."

QUITTING REVAL AND PETROGRAD

The Novoye Vremya states that the evacuation of Reval began on the 16th. Owing to the danger of a landing by the enemy, most of the inhabitants have gone into the interior.

In view of the new strategic situation bringing Petrograd within the war-zone, the Government has taken measures for the evacuation of the Capital. The Government will probably go to Moscow. A special Ministerial Commission has been constituted to consider the measures for the evacuation of Petrograd.

The Government will be installed in the Kremlin Palace at Moscow. The Constituent Assembly will also meet in Moscow. The evacuation of the Government departments will not be precipitate and the Preliminary Parliament will hold its first meeting in Petrograd, when the Government will explain the reason for the transfer to Moscow.

The railway service is precarious, owing to lack of fuel and a further reduction of trains is foreshadowed.

Sacrifice Old Fleet

London, October 19.—The German naval success in the Gulf of Riga was apparently gained against the local Russian flotilla of old battleships, destroyers and gunboats, which sacrificed itself in a very gallant attempt to delay the enemy's victory. That the two large Russian warships which were consorts of the Slava escaped was due to their retiring to Moon Sound, but it is improbable that they will find safety there, as, apparently, another German naval force is eastward of the

channel, preventing their escape into the Gulf of Finland.

The Russian minefields may impede the maneuvering of the heavier German ships, but, when they have been removed, the capture of all the islands in the Gulf of Riga will not be long delayed and a landing on the coast of Estonia may follow. The fact that the Russian flotilla was not re-inforced by the fleet in the Gulf of Finland is attributed to the lack of discipline existing among the crews of the latter.

Claim 5,000 Prisoners

A German official communiqué reports: "We completely overcame the Russians on Moon Island and took 5,000 prisoners."

Mirovitch and Piastro

By Domino

Mirovitch and Piastro were at the Lyceum Theater last night. They have been there before, and the natural corollary was a packed house. To criticise the musical pair in the accepted mode of the verb "To criticise" would be presumption. All that we on the dark side of the footlights could do last evening was to sit and wonder; to appreciate and applaud. Mirovitch at the piano, Piastro with his violin—both are absolute masters and accomplished artists.

With a varied program to work with the musicians kept the audience, at one moment spellbound, at another tingling with excitement, and then wildly enthusiastic. They made their first appearance in Cesar Franck's Sonate A. Major. It is a big work and if difficult to understand it became most impressive in the hands of Mirovitch and Piastro.

Schumann's Etudes Symphoniques was played by Mirovitch. What a command he has over the piano! He seemed to call out every varied emotion. His execution was simply wonderful. At one moment he would caress the notes, at another he would make them cry out with thunderous voice. A storm of applause greeted his rendering and as an encore he played a "Thank-you-very-much" kind of piece. The piano appeared to laugh at his touch and the audience leaned forward and also laughed and even Mirovitch was seen to smile.

In the second part the pianist played three numbers and Liszt was responsible for them all. I heard one of our accomplished local pianists say: "I have often heard Liszt Rhapsodie No. 11 played but never before like this." It was really great. Mirovitch could be playing now if the audience were given all they wanted.

Piastro played "Sonate G. Minor" by Tartini-Kreisler as his first solo. He caught the ear and hearts of the folk in front with his very first bar. When the beauty of his tone gave us time to think we marvelled at his extraordinary command over his violin. At moments his instrument would wail; and then sigh; and then laugh; and following all these variations of feeling we sat mute for a moment and then gave expression to our appreciation by shouts of applause.

In part two the talented violinist gave Chanson Meditation (Cotteton) and La Streghe (Paganini). In both, the artist raised the audience to the sublime heights and in both did himself and the composers full justice.

The next concert takes place on Wednesday, October 24.

TEA REGULATIONS

(Reuter's Agency War Service)

London, October 18.—The Food Controller has ordered that no tea in classes "A," "B" and "C" shall be sold at prices exceeding those permitted under the ninety per cent tea control scheme and no other tea shall be sold after October 31 above four shillings per pound. The Food Control Committee may, subject to the directions of the Food Controller, vary such prices in Ireland generally or in particular cases. When tea is delivered, a charge not exceeding halfpenny per pound may be added or any reasonable sum actually paid by the seller for carriage.

Mutiny in Austrian Navy is Confirmed

(Reuter's Agency War Service)

Washington, October 18.—Diplomatic despatches confirm the mutiny in the Austrian navy cabled on the 16th. This and the mutiny at Ostend have profoundly impressed American naval circles, as they show the fear of the German seamen to serve in submarines.

LAST NOTICE!

Firms desiring to register their names in the

Shanghai Commercial Directory

(In Chinese)

Should send in particulars

Before October 31, 1917.

Application Blanks may be Obtained

at

The Commercial Press, Ltd.

(PUBLISHERS)

C453 Honan Road, Shanghai

at

The Commercial Press, Ltd.

BEAT GERMAN RAIDERS WITHOUT ONE CASUALTY

French Penetrate Foes' Defence Works And Cause Considerable Damage

(Reuter's Agency War Service)

London, October 19.—Field Marshal Sir Douglas Haig reported today: We repulsed, without suffering any casualties, a raid made by the enemy last night, eastward of Vermelles. The enemy's artillery was active in the neighborhood of the Menin road and also at Zonnebeke.

(By wireless).—A German official communiqué reports: "There has been very intense artillery work at Houthulst Wood and Passchendaele, between Gheluvelt and Zaanvoorde and north-eastward of Soissons. We repulsed three attacks made by the French, northward of Vaucelles Mill."

Paris, October 19.—The official communiqué issued this afternoon reported: After a very effective artillery preparation, a series of local operations enabled us to penetrate the German organisations in its movements. Once the decision has been taken, there should be a resolute prosecution of the subsequent steps.

If it is to be a compromise, then let the leaders of the South know immediately and let them be assured that the Government is prepared to go the extreme limit to avoid further dissension. If, on the other hand, it is to be war, let it be prosecuted with the utmost vigor, set in motion immediately and not suspended until a decisive issue has been reached, for the curse of China during the past six years has been indecisive issues.

The enemy dropped a score of bombs in the region of Dunkirk, but nobody was injured. Two enemy aeroplanes were brought down.

SINCERE & CO'S. STORE HAS FORMAL OPENING

Many Guests Assemble To Wish New Establishment Success In Shanghai

The formal opening ceremony of the new Sincere and Co. department store and Hotel took place yesterday morning, a large number of guests being present. The hall of its roof garden was filled, decorated with a procession with flags of all nations and on the walls were displayed tablets of congratulation from local and other firms. Besides a fair sprinkling of women, there were present as guests of honor, among others, Dr. Wu Ting-fang, Mr. P. S. Chu, chairman of the Chinese Chamber of Commerce; Mr. S. C. Yang, former commissioner of foreign affairs in Shanghai and other prominent men.

Mr. A. O. Ben, manager of the Insurance Department and representative of the Board of Trustees, presiding as chairman, in his opening remarks, Mr. Ben told the development of the Company from the time it store in Hongkong to the largest department store existing now in China. He said that it was through the co-operation of its many Chinese and foreign friends that the company has its present existence and he hoped that in the near future would have further advice and assistance from friends in Shanghai in the future.

Following the speech there was music by the band from the Chapel orphanage and the chairman then rose to receive the various messages of congratulation from firms and friends. Yu Nge-tsok read, on behalf of the lady guests, a message from the Company further success and extension.

The memorial occasion closed with the saluting of the national flag by the guests present, and the serving of refreshments.

Hallowe'en Party
Planned for Oct. 31

American Song Service Committee Arranging Old-Fashioned Social Event

A "Hallowe'en Party" is being planned for October 31 by the Committee of the American Song Service. The party is to be patterned after the old-fashioned American church social and it is hoped to interest all the members of the American community in the event. Further details of the affair will be published later.

Russian Financiers On Visit to Japan

Aim To Promote Closer Economic Relations And Obtain Help For Funds

(Reuter's Agency War Service)

Tokio, October 20.—Mr. Konshin, the President of the Bank of Commerce and Industry in Petrograd, at the head of a Russian financial mission, arrived in Tokio this morning. It is understood that conferences will be held with the leading Japanese bankers, with a view to promoting closer economic relations between Russia and Japan and aiding Russian finances.

An elaborate program of entertainment of the mission has been planned by Tokio bankers. The mission will spend several weeks in Tokio.

Serious Anxiety Needless is Opinion

(Continued from Page 1)

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South Gains Advantage

(Special Correspondence to the China Press)

Canton, October 16.—The special correspondent of the Chung Hua Hsin Pao with the Cantonese forces, in Hunan reports from the field October 14 that there has been fighting at Yungting, Chuchow, and other places, neither the Southern nor the Northern side winning except at Chuchow, where a two-day battle was fought, the Southerners getting the advantage but making no advance and still making Hengchow their headquarters. Military Governor Tan Hao-ming of Kwangsi will be commander-in-chief of the combined forces of Kwangtung, Kwangsi, and Hunan opposing Tuan Chi-jui. To re-inforce those already at the front, Canton soldiers are departing for Hunan daily.

Latest reports circulating in Canton say that Lung Chi-kwang, who has 6,000 men in Kingchow, the island of Ha-nan, is for the South. Chang Tsai-ven, the noted Chinese scholar acting as secretary to Dr. Sun Yat-sen, is now in Yunnan representing the Military Government. General Tang Chi-yao, Military Governor of Yunnan, has accepted the commission and seal formally presented to him as a marshal for the Military Government.

Inspector-General Lu Yung-ting, having had rejected almost all demands he made on Tuan Chi-jui, now finds he will be unable to effect a compromise between the North and South and has finally decided to stand by the South. He is now willing to co-operate with Admiral Chen Pi-kwan in fighting the North; and as Admiral Chen is the right hand man to Dr. Sun, the two strong powers of the South are now united in fact.

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News Briefs

The Rev. J. C. Wooten, who has just come from the United States, will address the Sunday Service League at the Y. M. C. A. this afternoon at 5 o'clock. There will be special music by the league choir.

The Reading Circle of the American Woman's Club will meet in Mrs. Cabello's apartments at the Kaledon at 10 a.m. Tuesday.

The promoters of The Mystic Shrine, which was founded in aid of the "Our Day" Fund of the British Red Cross Society, desire to acknowledge gratefully their indebtedness to Messrs. Andrews and George, Dr. John Goddard, and Messrs. Connell Bros. Company for kindly granting the use of their advertising space in various local newspapers to give publicity to the exhibition.

to the Shanghai Electric Construction Company for displaying, free of charge, posters upon the tramway cars, to Messrs. Frederick Ezra and Co. for the half free of rent, to Messrs. Porter and Co. for the electric light installation, to Lu Wai-lu for the loan of mirrors, to the Robinson Piano Co. for lending a piano, to the Carlton Cafe for tables and chairs, to Mrs. Irlar for carpets and table covers, and to all the ladies and gentlemen who worked to ensure its success.

Mark Twain's great humorous story "Pudd'nhead Wilson," with Theodore Roberts in the title role, is to be reeled off in five laughable acts at the Victoria Theater tonight, and beginning Tuesday, the "Mignons," Spanish musical and dancing artistes, will make their initial appearance at this playhouse. They carry a widely varied assortment of the newest dances and will give a series of imitations of great composers. A five-act film "The Clown," featuring Victor Moore, is also on the bill.

An attempt by Mayor Shen Pao-chang of the Shanghai City to make the cotton dealers on the Nantao Bund, who are on strike against the Cotton Testing Bureau for alleged corruption, resume their trade has failed. Two detectives were sent together with one of the influential dealers to the Bund yesterday to explain to the shippers the importance of ending the trouble, but the cotton-owners refused to listen to them. The arrest of Ching Hao-sun, one of the dealers' leaders, has been ordered.

The Royal Asiatic Society will meet next Thursday afternoon in the lecture hall of the society's building to hear a talk by Mr. F. Ayscough on "Casual Notes on Chinese Popular Superstition." The public is invited.

Mr. J. W. Gallagher, head of the office of the United States Steel Products Company in Shanghai, returned to the United States yesterday after a visit at home.

"At Bay," a Pathé "Gold Rooster," four-reel play, featuring Florence Reed, is the headliner at Towa Cinema this afternoon and tonight. "Spring on the Riviera" and "20,000 Feet Under the Sea" are other offerings. Program changes tomorrow and Friday.

Mariani and Company with a long bill of comedy, musical and acrobatic stunts are appearing at the Isis Theater this afternoon and evening. The Brothers Blagetti will appear in their acrobatic violin act and Miss Victoria Alexine will offer a Salome dance and some difficult trapeze work. A Danish film comedy rounds out the bill.

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Representatives of the

Yulestra & Co.

6 Kuklong Road.

Tel. Central 4739

At The Theaters

A new Italian war film, "On the Way to Gorizia," will appear at the Apollo Theater this week, having its first showing Thursday. According to London press opinion it is the most comprehensive and striking picture of the fighting on the Italian front that has so far come from those parts. Its portrayal of the mountain fighting and the advance over almost impassable fastnesses are reported as one of the most astonishing things of the war.

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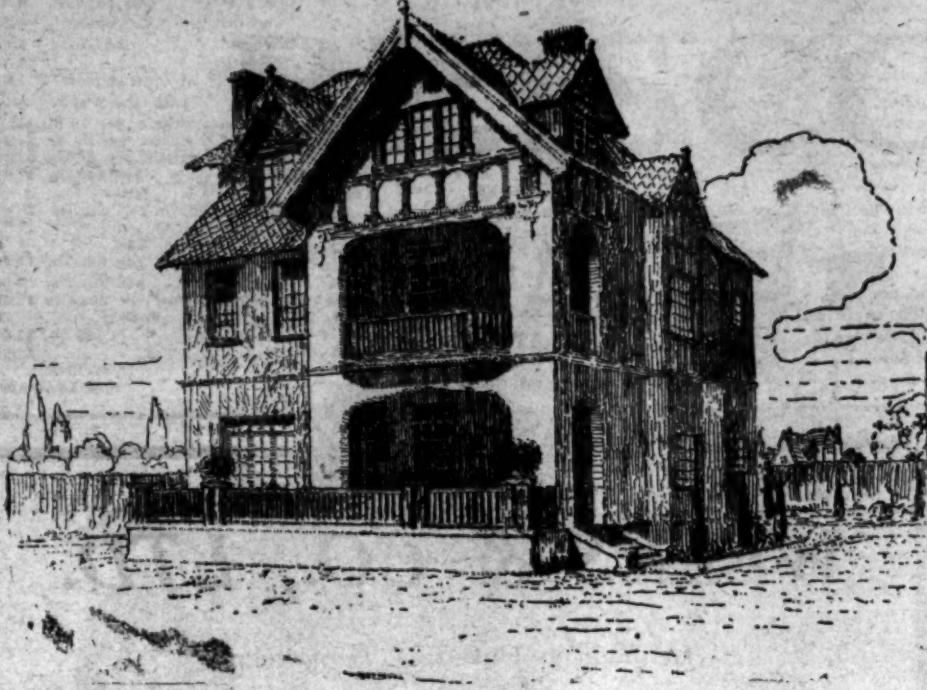
Tel. Central 4739

WAR HAS BEEN DECIDED BY CAMPAIGN OF 1911

Earlier Position Completely Reversed, Though Territory Gained Is Small

(Reuter's Agency War Service)

London, October 19.—The War Cabinet's congratulations to Sir on the Germans that the resounding victory of 1911, if it has not ended the war, has decided it, completely reversing the positions at the end of 1911



YOUR HOME



To live in a NICE LOCALITY, where neighbours are PLEASANT, homes WELL KEPT UP, and the environment WHOLESOME, is the ambition of every man who takes pride in his wife, his children, and his own place in the community.



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In England—Now

(Special Correspondence from a former Shanghai newspaper man.)

London, August 30.—While the shells, big and small, continue their deadly work over on the fertile fields of France and Flanders, the man of the hour to the civilian population in Great Britain is not Thomas Atkins but a much higher personage, in Lord Rhondda, Food Controller of these realms. And this chiefly because, with three years of grave anxiety now in the back ground, the inhabitants of the British Isles are fully confident the precious life blood is being split by an average of 2,500 men daily, in killed and wounded, that "All's Well" in that department and that not from their fighting forces will there come any word of German victory. In the field and in the air, as well as on the water, the services of the Allied Powers are now organized to the extent which makes victory in the long run almost as certain as a royal flush hand in poker.

Russia, of course, has been a source of serious concern for some time now and there is still not much sign of any silver lining to the clouds in that quarter but elsewhere the Kaiser and his hordes are well bottled up and likely to remain so.

I give you the British casualties at an average of 2,500 daily from my observation of the official lists during the past six weeks and of that total at least fifty per cent are wounded, that, after treatment, will return to the ranks. The officers and men "Gone West" figure out at under the four figures per diem and as it is well known the British Army is holding a very long stretch now of the trenches the losses may be said to be very well kept down. What the Germans are suffering, few but those high in authority on the other side of the Rhine know but their losses are certainly heavier than ours, and are likely to increase in proportion as the months go on.

But to return to our Food Controller, out in Shanghai I know you must have read much of bread tickets, etc., and been far from enjoying visions of Great Britain under very trying conditions. Well, I have been here and there throughout the country for over a month now and am still on the look out for a bread, sugar, or tea ticket. Conditions assuredly are not those of the halcyon days of 1913 or the summer of 1914: prices are floating away up in the way Bethlehem Steel acted in Wall St. in the autumn of 1914: but wages all round are considerably increased. Possibly the worst hit class of all is the middle class population of professional men who are finding it difficult to make ends meet. The employer and the employee in all kinds of manufactures can easily manage to get the extra pounds and shillings for their daily bread but in many instances the middle class man is not so fortunately placed. However we are not starving yet nor are we likely to.

Dear old "Blighty" is much the same, after all is said and done. The theaters and other amusements of "the many-headed multitude" are going on as usual, naturally, however, with a very strong tinge of the military in everything about town. Captain Bairnsfather, whose cartoons of "Bert, Will and Alf" have given so much enjoyment all over the world, is still working hard and his "Fragments from France" are now issued as a magazine on their own, this being none for the sake of collection. He has also entered into a new realm with the pencil. Some time ago a play, acted and written on one of his cartoons, was produced for him by Mr. C. S. Cochran, the well known London theatrical manager, and here again Bairnsfather has had to be as great a success as in his cartoons. The war has given us one great humorist at least.

By the way, Mr. Cochran has just rejoiced the heart of provincials by a decision of his, come to after a difference of opinion on financial matters, with the provincial theater managers. He has bought up, from France, a huge portable theater and he is to send out his own companies to the provinces.

London Town is not suffering much from air raids these days. Horatio Bottomley, editor of John Bull, tells the British public that the trouble in the last big raid, when really serious damage was done, was that a number of machines were away in France. If the story is true it is unlikely that there will be any repetition. The German airmen have since twice returned in attempts to "get" the Capital but on both occasions they were easily frustrated and did little damage.

Little news is given us here about "Go Get 'Em" John Pershing and his men. In fact the censorship in this respect seems to be complete and even the New York papers are not getting any great service. The American Fleet is already doing splendid work, however; and it may now be taken for granted that those ships in the Kiel Canal will never attempt a fixed battle on a big scale. The submarine is their only hope and slowly but surely that hope is going to make their hearts very sick. America is going about the war in brilliant fashion. Team work is going to tell. I have seen and met several lots of their volunteers, already over in France, and

CANTON FESTIVAL

(Special Correspondence to the China Press)

Canton, October 15.—Last week was one of festivals in Canton. The almost forgotten anniversary of the Revolution was revived, and the sixth one, October 10, was a busy and glorious day. Early in the morning receptions were held at the principal official yamens, while soldiers in their best paraded before noon. From noon to two o'clock, thousands of people and officials and soldiers attended the memorial service in honor of the dead revolutionaries. The Canton Boy Scouts, 500 strong in the city, besides others in the districts, gave a demonstration at two o'clock, when the leading officials, including President Wu Ching-ien and Vice-President Wang Chen-ting of the National Assembly and representatives of the Generalissimo and the Governors of the Province, attended and addressed the boys. Foreign consuls, Dr. M. de Nascimento of the Portuguese Consulate, Pro-Consul E. S. Bennett of the British Consulate-General, and others also inspected the scouts and accepted greetings from the Canton Boy Scouts on behalf of scouts in their respective countries.

The three days following were observed as the birthday of Confucius. All the principal guild halls, leading firms, schools and organizations of the city held formal worship, dinners, and the like, all decorating their premises with the gorgeous articles well-known in Canton festivities. Among the unique features introduced into Canton this year were the flower shows follow-

ing similar rules of those often held in Hongkong and other places by foreigners, and many local press opinions have been given to support this new form of entertainment to replace the more expensive embroideries and wood-engravings. Although ancient plants have been long famous, special flower shows have seldom been held.

Provision Prices
in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on October 16, 1917.

Butcher's Meat

Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	15-30
Veal	"	26-30

Fish

Bream	per lb.	14-18
Cod	"	16-18
Mandarin	"	25-35
Mackerel	"	20-25
Pomfret	"	20-25
Salmon	"	18-20
Samll	"	none
Soles	"	16-18
Whitebait	"	none

Game, Poultry and Eggs

Deer	each	2.50-3.00
Duck	"	40-70
Eggs	per doz.	15-20
Fowl	per lb.	18-20
Geese	each	60-100
Hare	"	30-35
Partridge	"	none
Phasianant	"	50-60
Pigeons	"	15-18
Plover	"	none
Quail	"	16-18
Snipe	"	12-14

Turkey	per lb.	85-10
Teal	each	18-20
Wild Duck	"	35-40
Wild Geese	"	none
Woodcock	"	50-60
Wild Pigeons	"	10-12

Fruit		
Apples	per lb.	10-14
Apricots	"	none
Bananas	"	5-8
Cherries	"	none
Cocoanuts	each	15-18
Chestnuts	per lb.	3-10
Figs	per doz.	3-5
Grapes	per lb.	14-18
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	none
Mangosteens	per doz.	none
Melons	each	none
Oranges	"	10-12

Vegetables		
Artichokes	per lb.	3-4
Asparagus	per doz.	20-25
Bamboo Shoots	per lb.	none
Broad Beans	"	8-10
Broccoli	per bunch	1-2
Cabbage	each	3-4
Carrots	per bunch	2-10
Cauliflower	"	none
Egg Plant	per lb.	6-8
French Beans	"	8-10
Green Corn	each	1-2
Leeks	per bunch	3-5
Mushrooms	per lb.	none

Grain and Flour		
Flour American	per 50 lb.	35.50
Flour Australian	per 50 lb.	34.80
Flour Shanghai	per 50 lb.	32.50
Rice	per 200 lb.	37.00

Milk		
Foreign dairy	per bottles	20
Chinese dairy	"	17

Fuel		
House Coal	per ton	Tls. 17.50
Stove Coal	per ton	Tls. 20.50
Firewood	per 50 bundles	\$1.00

Fodder		
Barley	144 lb.	\$2.00

Bran		
"		\$1.95

E. KILNER.		
Chief Inspector.		

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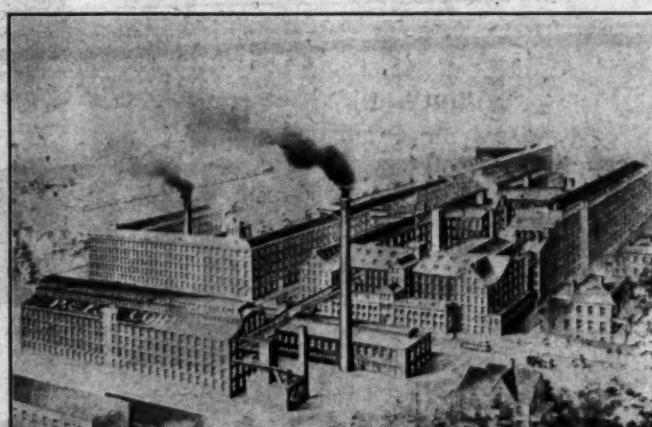
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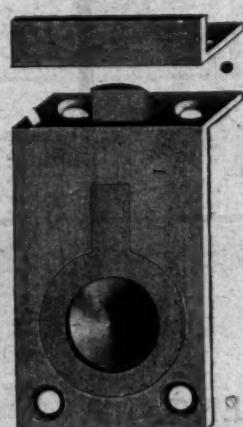
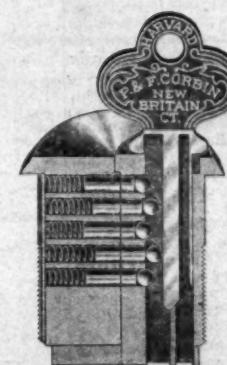
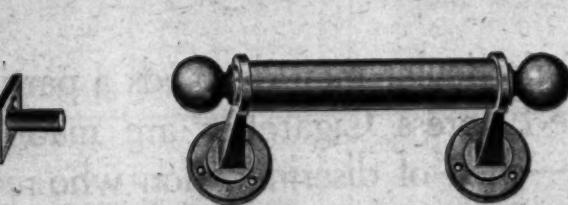
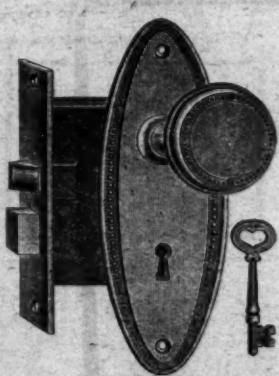
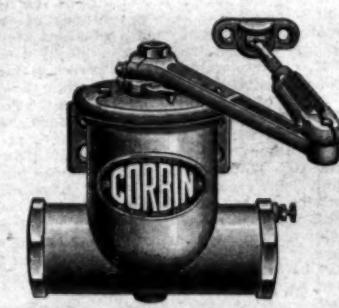
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Turks Barely Saved Dardanelles

Story Of British Error Told In Detail For The First Time—
Defenders' Ammunition Was Almost Gone
When Fleet Withdrew

By George A. Schreiner
Formerly Associated Press Correspondent at Constantinople and prior to that an Artillery Captain with the Dardanelles.

Two of the most memorable days of the European war are March 18 and 19, 1915. On the first occurred the principal attack by the allied fleet on the defenses of the Outer Dardanelles. On the second the Allies committed their greatest military error.

Another hour's bombardment on March 19 would have silenced the batteries along the Outer Dardanelles, because lack of suitable ammunition had made them impotent, the mine field of Sari Sigla Bay could have been cleared before nightfall, and on the following day the allied fleet could have appeared off Constantinople.

When the sun set on March 18, making a continuation of the bombardment impossible, the Turkish batteries along the Outer Dardanelles had only twenty-seven rounds of "blueheads," or armor-piercing shells, of which seventeen rounds were in Fort Anadolou Hamidieh and ten rounds in Fort Rumeli Medjidieh, one of the Kildi-Bahr works. Considering that on March 18 more than 300 shells of this type from these batteries had barely registered a half dozen good hits, only accident could have brought the allied fleet many losses from the twenty-seven shells in the possession of the Turks and Germans. Nor was it likely that another Bouvet incident would occur, since the allied commanders must have realized that putting in the van this topheavy French vessel was a foolish undertaking. That the Bouvet went down inside of three minutes, after having been hit twice by shells from Fort Anadolou Hamidieh, was not so much the effect of being hit as the result of faulty construction.

I will give a brief survey of these allied operations against the Dardanelles, prefacing it with the remark that, as correspondent of The Associated Press, I viewed the attack on the Outer Dardanelles in its entirety.

The Turkish batteries at Kildi-Bahr and Kum Kale, defending the entrance to the Dardanelles, were reduced by the allied fleet, by means of long-range fire, in the last week of February, 1915. They were armed with 35.5-centimeter Krupp guns of rather old make, having a sighting range of 14,500 meters. This range made all effective fire by the Turks impossible, as long as the allied ships stayed out of it, which they could easily do, since they had enough guns of 15,000 meters range, and over, to silence the works at Kum Kale and Kildi-Bahr. As a matter of fact, most of the shells which silenced these batteries came from a distance of about 16,000 meters, so that all the Turks could do was to hope for the moment when the allied ships should draw in closer. On two occasions the Allies decided to get nearer to the batteries, but soon found it the better part of valor to return to their former stations, since from them the works could be reduced without running any risks.

With the exception of the battery at Eski-Hissarlik, the works at the entrance could all be taken under direct frontal and enfilade fire by the Allies, so that, on the whole, their reduction was an entirely mechanical affair, a question of time and ammunition. Fort Ertogul was one of the first to fall and with it silenced, the fate of the other batteries. Orchanieh, Kum Kale, Kildi-Bahr, and Eski-Hissarlik, was sealed, since Ertogul, both by reason of location and armament, was the piece de resistance of the works at the entrance to the strait.

With these batteries reduced the allied fleet had gained but little, however, contrary to what was being maintained at the time. The method employed in bombarding them could not be repeated against the defense works along the Outer Dardanelles, for the reason that the Bay of Erenkol, which the allied ships had to enter, did not permit of much maneuvering, owing to the fact that its surface was small. So long as the ships entering the bay were few in number they could still "mill about" the heart's content, but the body of water was not large enough for the line ships and smaller craft which the Allies brought into Erenkol bay on March 18. Mention of this must be made in view of the role played on that day by the Turkish howitzers stationed in the hills of Anatolia and on the Gallipoli Peninsula.

Maneuvering by a fleet bombarding shore batteries is done for the purpose of changing constantly the target offered by the ships. The vessels, swinging about in circles and often spirals, are not easily hit, since they alter constantly the mark of the shore gunner, both in elevation and horizon. In this we find the application of the saying credited to Napoleon: "A cannon on shore is worth ten on the sea."

On the other hand, milling about interferes considerably with the efficacy of the fire of the ships, despite the many optical aids that the modern gun crew has. The deck of a moving ship is hardly ever at rest, and when to this is added a constant change, due to the circles that are being described by the vessel, the fire is apt to become poor in results. At the ranges observed by the allied ships during their bombardment of the Kum Kale and Kildi-Bahr batteries, the errors resulting from the motion of the ship and its constantly altering position become multiplied.

It was soon apparent, therefore, that the allied commanders had been instructed to proceed with caution. The European war was so young then that the men in London and Paris seem to have found it imprudent to risk too much. To the German officers who were in charge of the technical phase of the Dardanelles defense this became apparent very soon, as several conversations with General-Admiral von Usedom Pasha, Inspector General

2, 3, and 5 led to no results, the Allies tried something rather new on March 6 and 7. Their commanders knew, since one of them had been the head of the British naval mission which before the war had charge of the Ottoman navy and coast defenses, that the Turkish batteries south of the Outer Dardanelles were negligible quantities. The old battery served no good purpose, nor could Dardanos do more with its 15-centimeter guns than support the labor of the 35.5-centimeters in Forts Anadolou Hamidieh and Rumeli Medjidieh.

The result of this was that the latter, together with its antiquated sister-emplacements, was taken under fire by the allied fleet indirectly from the Aegean Sea. Not unmindful of such a possibility the Turks had brought the line ships Halredjin Barburus and Tortug Reis down the strait, so that the indirect bombardment of the Kildi-Bahr works became in the end an indirect cannonade between two fleets, neither of which could see the other—a performance which, it has been said, was unique.

After one of the allied vessels, a French line ship of the Henri V. type, had been hit on March 7 the allied fleet withdrew. Though the Allies had worked hard on the two days, they had done no damage whatever of a military character, as a visit to the Kildi-Bahr works on March 8 showed me.

Much of the ammunition thrown by the Queen Elizabeth had not gone off, coming as it did from a distance of

about 21,000 meters and falling on the soft fields near Kildi-Bahr.

The sudden end of the Kum Kale and Kildi-Bahr works had adversely affected the moral of the Turkish gunners, but the timid efforts of the allied fleet against the batteries of the Outer Dardanelles strengthened it, despite the fact that the Ottoman Government, as was generally known, had packed and was ready to move to Eski-Snehir in Anatolia, the ancient cradle of Osmanli power.

Such was the situation when the allied fleet made its appearance on the morning of the 18th. First, nine British line ships steamed into the Bay of Erenkol. When these had reached the proper position another nine ships of the line steamed in to form the western group. Meanwhile the Queen Elizabeth had been stationed in the entrance to the strait and bay. At 11:20 sharp the first volley from her forward turret saluted over the emplacements of Fort Andolou Hamidieh and into the town of Tchanak Kale exploding near a little cafe, where Raymond E. Swing of The Chicago Daily News and the writer were waiting for the developments of that day. In a few minutes the bombardment became so severe that the two of us were obliged to retire into Fort Tchemenlik.

The age of the Turkish batteries was to prove their salvation. Except the battery at Dardanos, none of the Turkish emplacements was of a modern type. Against the sand and

earthen parapets and traverses the armor-piercing shells of the Allies proved of little value.

At three minutes before 2 o'clock the French ship Bouvet was hit by a shell from Fort Anadolou Hamidieh, manned by German naval officers and sailors. Two minutes later she was hit again, and at exactly 2 o'clock her magazine exploded, with the result that out of a crew of about 900 men, only a bare dozen, so far as I could see, were saved.

The sinking of the Bouvet seems to have been a great shock to the Allies. For the next half hour their fire was of the poorest quality, the ships having contracted their circles again to get out of range. Later in the day they once more approached, so that, shortly after 4 o'clock the Bay of Erenkol was literally choked with damaged allied vessels, the disabled ships hampering the others in maneuvering.

Three more hits stood to the credit of the Turkish coast batteries, when the allied fleet began to withdraw at 4:30. All other damage done to the Allies was due to the Turkish howitzers stationed near the entrance to the strait.

The Irresistible was literally sliced to pieces by the guns of Forts Rumeli Medjidieh and Dardanos at 5 o'clock, after she had been abandoned and was drifting. The Ocean sank a little later in Morto Bay, where she had been towed after being disabled. The

(Continued on Page 19)

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Medium	\$6.00	Large	\$6.25
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No. 93. White Silk and Wool Vests High Neck, Long Sleeves. S. \$3.00 M. \$3.50 L. \$3.75

No. 607. White Silk and Wool Vests High Neck, Short Sleeves. S. \$2.25 M. \$2.50 L. \$2.75

Slazenger Tennis Balls \$6.00 per dozen

"JASON" COMBINATIONS For the Kiddies

The same fine pure nature wool unshrinkable garments that we advertise for ladies. We hold complete stocks of every size and have taken special care in giving Chest measure and length from Knee to Shoulder, in order that our port customers shall be able to order with as little trouble as possible.

High Neck, Short Sleeves. These come to the knee.

No. 7102.

Sizes	1	2	3	4	5	6	7	8
Chest	20	22	24	26	28	30	32	34 ins.
Shoulder to Knee	22	24	26	28	30	32	34	36 ins.
	\$3.50	3.75	4.00	4.25	4.50	4.75	5.00	5.25

High Neck, Long Sleeves. These come to the knee.

Sizes	1	2	3	4	5	6	7	8
Chest	20	22	24	26	28	30	32	34 ins.
Shoulder to Knee	22	24	26	28	30	32	34	36 ins.
	\$3.75	4.00	4.25	4.50	4.75	5.00	5.25	5.50

High Neck, Long Sleeves. These reach to the ankles.

Sizes	1	2	3	4	5	6	7	8
Chest	20	22	24	26	28	30	32	34 ins.
Shoulder to Ankle	28	30	32	35	38	40	43	47 ins.
	\$4.00	4.25	4.50	4.75	5.00	5.25	5.50	5.75

VESTS

Popular prices in pure White wool vests, silk and wool vests at prices that are impossible in the wool markets today. They are the remains of a huge purchase in 1916 and we hold stocks of the sizes advertised only.

No. 520. White Wool Vests, Low Neck, Short Sleeves.

Small	Medium	Large	Ext. Large
\$2.50	3.00	3.50	3.75

No. 6154. White Wool Vests, Low Neck, Short Sleeves.

Women's size only	\$1.50	each
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No. 7800. White All Wool Vests, Low Neck, Short Sleeves.

Medium	\$2.25	Large only	\$2.75
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Low Neck, No Sleeves.

Small	Medium	Large	Ext. Large
\$2.25	2.50	and 2.75	

No. 4034. White All Wool Vests, High Neck, Long Sleeves.

Small only	Price \$3.00	each
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No. 520. White Wool Vests, Low Neck, Long Sleeves.

Large only	Price \$2.75	each
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Slazenger Tennis Balls \$6.00 per dozen



"JASON" Sleeping Suits

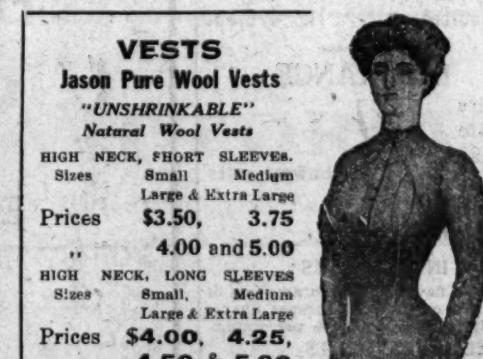
The perfect garment for youngsters who suffer from the cold. Keeps them lovely and cosy.

Sizes	1	3	ins.	
Shoulder to heel	36	40	..	
Prices	\$5.50	6.00	5.50 each	
Sizes	4	5	6	ins.
42	44	46	..	
Prices	\$7.00	7.50	8.00	each



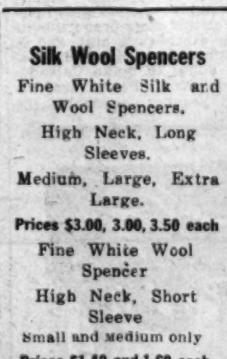
VESTS

"Jason" Pure Wool Vests,
"PURE WOOL"
White Wool Vests
HIGH NECK, SHORT SLEEVES.
Sizes Small Medium
Prices \$3.50. 3.75
and 4.00
HIGH NECK, LONG SLEEVES.
Sizes Small Medium
and Large
Prices \$4.00. 4.25
and 4.50



VESTS

Jason Pure Wool Vests
"UNSHRINKABLE"
Natural Wool Vests
HIGH NECK, SHORT SLEEVES.
Sizes Small Medium
Large & Extra Large
Prices \$3.50. 3.75
4.00 and 5.00
HIGH NECK, LONG SLEEVES.
Sizes Small Medium
Large & Extra Large
Prices \$4.00. 4.25,
4.50 & 5.00



Silk Wool Spencers

Fine White Silk and Wool Spencers,
High Neck, Long Sleeves.
Medium, Large, Extra Large.
Prices \$3.00, 3.00, 3.50 each
Fine White Wool Spencers
High Neck, Short Sleeve
Small and medium only
Prices \$1.40 and 1.60 each



Full Stocks of Stockings and Sox — The Warm Woolly Kind are Now here

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

THE SHOPPING CENTER OF SHANGHAI

Cost Of Living In France

Rises In Many Cases More Than 200 Per Cent

One single item excepted, everything in France has advanced in price from 25 to 200 per cent in the last three years, writes the Paris correspondent of the New York World. The rent of large apartments is the only item which has decreased since the war began, and that is due to the fact that thousands of foreigners—Americans chiefly—packed off to the United States in August, 1914, subleasing their homes for a song, and thousands of French people who formerly had handsome places can no longer afford the upkeep, especially with coal almost impossible to get and with the servant question a greater problem than it ever was, even in New York.

Today one can find a handsomely furnished apartment of seven rooms or more in a fine modern building, with all improvements, at a cheaper rental than the place would have cost unfurnished before the war. But one would find also an elevator—or the automatic brand—that does not work, radiators with no heat, hot water pipes with no hot water, and a restriction on the very amount of gas and electricity consumed per month. And with positions at good wages in munitions factories open to every girl from sixteen years up, it is almost impossible to find house servants.

Small Apartments Dearer

Rentals for apartments of one, two, three, or even four rooms, on the other hand, have mounted steadily. They are in demand by well-to-do refugees, Belgians and those from the North of France who arrive in large batches daily. And as the battle for the redemption of Belgium and France proceeds and more ruined towns are reclaimed, more and more people pour into the metropolis. It is estimated by the police that Paris has a greater population today than it ever had—considerably over 3,000,000.

Small apartments which rented before the war 400 francs now fetch 600 francs or more, and better class places in Passy, Montparnasse, or near the Etoile, which could be leased for 600 to 800 francs yearly in 1914, now command 1,000 to 1,200 francs. It must be borne in mind that the rent does not comprise the entire cost of a Paris apartment. The taxes in one renting for, say, 1,200 francs, will probably run an extra 400 francs, beside which there is about 150 francs yearly tip to the concierge—sort of house-keeper and glorified janitor rolled into one. Then there is the water rent and tax and the rent for gas and electric light fixtures and taxes, and other small items which would run the cost up over 2,000 francs.

Telephones were increased exactly 50 per cent a year ago. Today a line costs 600 francs yearly instead of 400—with unlimited calls—but the subscriber must pay for the instrument and pay for the wiring and other work done by the electrician who installs it. An extra sou—a cent—has been added to the costs of telephoning from pay stations, making the new rate 4 cents. The main thing about this increase is that it was announced simultaneously with the increase in telephone rental, and whereas heretofore no charge was ever made for the use of a telephone—although the official charge was supposed to be 3 sou—one must always pay nowadays.

Water rates have not been changed, although the companies piping water throughout Paris have demanded the right to do so. To French Courts, however, have restrained them, realising that an increase would create a tremendous stir among the poor people. Gas for illuminating and cooking is also the same as before the war, but there is a limit on the amount that can be consumed per month. About 60 per cent of what was used in 1916 is allotted to householders today. The cost of electricity for illuminating purposes has been advanced about 15 per cent, and another 10 per cent increase is projected. To save electricity, few elevators are operated in Paris today, except in the higher class hotels.

Jump In Servants' Wages

Before the war competent servants were available at twenty to twenty-five francs a month. With munitions makers paying shell fillers eight to twelve francs a day, however, it is necessary to offer from one hundred to one hundred and fifty francs monthly, and then the amount of food a servant eats in a month is a big factor where prices for edibles are so high.

Bread is truly the staff of life of the French, and bread has not risen in price. One buys still the long loaf for five sou, or exactly one-fifth of it for one sou. But it is no longer the wonderful white "pain" for which France was noted; it is dark, rather sour and soggy, and is a day old before being sold. It is understood that

few available freestones, command never less than ten cents each.

The grape season is just coming in and naturally the fruit is marked very high. It is expected that last year's levels will be at least maintained. Melon is one of the delicacies of this time of year in Paris and a fair sized one fetches three to four francs on a peddler's cart. In the shops they run to six and eight francs.

Cheap and medium price clothing for both men and women has advanced steadily in price during the last three years, with show showing the most pronounced increase, due to the leather shortage because of the army's demands. Ordinary high shoes for men which cost 22 francs before the war are now marked at 36 and 38 francs. Better grades which were 30 francs three years ago are 50 today, and the best shoes, which stood at 45 to 50 francs then, are now priced at from 90 to 120 francs. Before the war one could have boots and shoes made to order at 60 to 75 francs. Now scarcely a bootmaker will take an order at less than 110 francs. The high army boot, for the trenches waterproofed and reaching to just above the knee, costs from 175 to 350 francs according to the leather. Puttees are as high as 100 francs a pair.

Women's shoes too have advanced as sharply. Satin slippers which sold in 1915 at 6 francs a pair are 15 francs today, and the ugly round-toed ties which Parisiennes find so attractive begins at 70 francs instead of 30, as before the war. The high boots in vogue last winter with the short skirts usually cost at least 100 francs, and some were listed at 180. Gray buckskin pumps with ribbons wound about the ankles are the latest in footgear this summer, and they cost from 90 francs up, although the vamp and sides are so low there is scarcely any leather in them.

Good socks and stockings are almost impossible to find in Paris to-day. For several years the best have been American goods, and since it has been impossible to import any more, Italian, English and domestic stocks have taken their place. Silk stockings so filmy one can see through them plainly, and so delicate they break almost at the first wearing, cost from 15 francs a pair up. Cotton stockings can be bought for 6 francs with the heavier grades marked as low as 3½ francs. Poor quality silk socks which could be bought in New York before the war for 25 cents cost 9 francs here. Lisle are almost as expensive and cotton are 3 or 4 francs a pair at the cheapest.

Children Wearing Puttees

Stockings for children are almost unknown now, as since the war mothers have been taking old pairs of husband's or father's or brother's spiral-wound cloth puttees, cutting them in halves and making puttees for the children—girls as well as boys. Consequently one sees nearly all children wearing regulation army puttees. They never get holes at the knees and can be washed and present a great saving, besides pleasing the youngsters immensely.

Couturiers of the Rue de la Paix of worldwide reputation have not advanced prices much for robes, dresses and tailored suits. There has been a certain increase, but even before the war these "creations" were listed so high that the artists who sell them lack the nerve to boost the price higher.

Silk underwear, night gowns and boudoir robes have advanced sharply, as before the war these articles could be bought in Paris much cheaper than in New York. Today, owing to the increased wages paid to the girls who do the handwork, and because of the advanced quotation for raw silk, prices are up a third.

Women's tailored suits are also up, and it is a pretty poor garment that can be bought for less than 200 francs ready made. The increased price for wool is given as the reason for this sharp advance, although the

(Continued on Page 14)

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July 9th, 1917

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GOLD INVESTMENTS

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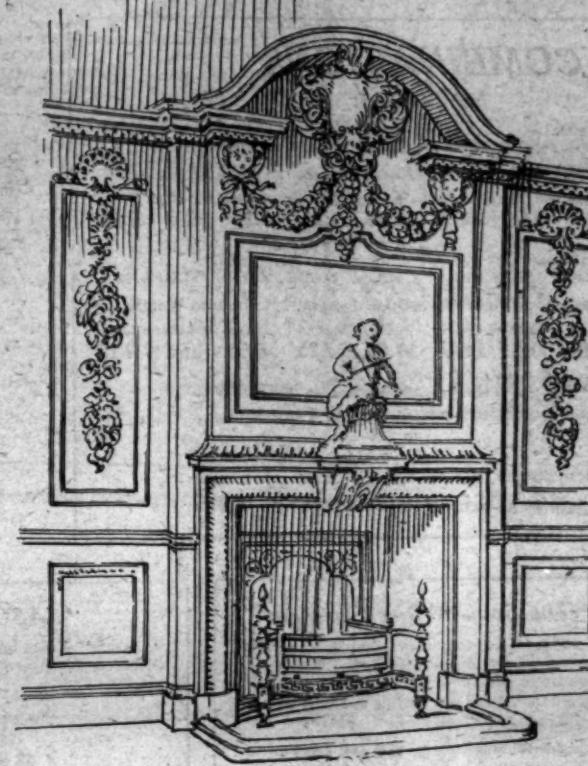
In small or large amounts

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MANTELS

GRATES



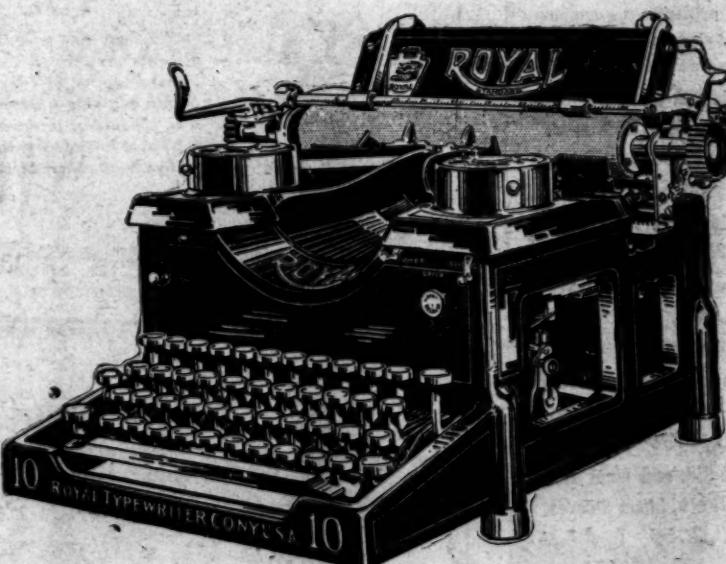
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The War Fair

In Aid Of The Veterans' Club And The British Women's Work Association

By Cosmos

THE name, and the excellent organisations for which this Fair is to be held, speak for themselves.

The Veterans' Club was instituted, originally, in order that Army and Navy men should have a central meeting place and their interests be considered and their return to civil life made easy after leaving the Services. Now the Club is open as well, to all British soldiers and sailors on active service, and is of immense help to those coming from distant parts of the world.

"When the war is over" said a member of the Veterans' Club now at the front "there will be more need than ever for an institution such as the Veterans' Club, for there must be thousands who will require assistance in getting a start in life with somewhere to go in the meantime, and a place for meeting and recreation afterwards, and it is to be hoped that the country will realise this and do something in the matter."

The British Womens Work Association is too well known all over China to need explaining. Suffice to say that hundreds of garments and bandages are sent home every month to hospitals and to men at the front. To do this about £400 a month is required and the Association relies on the generosity of Shanghai men and women to enable them to continue to work at full strength now that winter is on us and more garments than ever are needed.

The Fair will be held at the Town Hall on Friday and Saturday the 26th and 27th instant, and numbers of attractive stalls and side shows have been arranged by many of our leading residents.

Special attention is called to the fact that no one will be importuned to buy. Thus, men and women, purely adamant, may rove at leisure through all the wonders hereinafter described and return home unscathed. But it is doubtful whether the stoniest-hearted will not feel his strength oozing by the time he reaches the Cabaret. And at this entertainment such amusing, alluring and altogether charming "turns" are promised, while the inner man is being satisfied, that it is calculat-

ed nothing human will be able to withstand its overwhelming attractions.

Another important point on which stress must be laid is the stationing of a Municipal Inspector at the entrance of the Town Hall during the preparations, for the Fair who will admit those coolies only who are healthy-looking and clean. These will be given badges and no others will be allowed inside.

There will be charming things for sale at the stalls—Manila embroidery, pottery, woollen garments and toys and candy, not to speak of the latest things in Kewpies with top-knots.

To visitors interested in Chinese curios, an excellent opportunity will present itself as good pieces have been collected by reliable people in Peking and elsewhere.

Children will find endless pleasure in the live animals; big ones and little, furry, feathery things with cages in all colors of the rainbow to put them in—and for the wild ones out of doors, dear little wooden houses with a front door and window! Good-natured Aunt Sally will be there, complacently smiling under the violent fusillade which she has learned to accept as her lot in life—war or no war; and little Miss Muffet, too, dying of fright at the spider, who, if I remember rightly, insisted "in a manner unbecoming an officer and a gentleman" on sitting beside her.

A Shooting Gallery will tempt the man with a straight eye—which asset will also be found useful in the Golf Competition. Punch and Judy always has its devoted adherents and the Fish Pond and Chutes suggest surprises of different kinds.

The War Souvenir and Poster Galleries call for more serious thought, the latter being really unique, only for official collections having been made—for the War Office archives, the British Museum, Melbourne and Toronto—before the plates were destroyed in March last.

Palmistry and Fortunes by Cards will be dealt in by experts who prefer to remain incognito, and raffles will be held at a stall set apart for that purpose.

With Sir Everard Fraser, K.C.M.G. as Patron, and some of our oldest

residents—Lady de Saumarez, Mrs. Brand, Mrs. Bremner, Mrs. Jenner Hogg, Mrs. Holliday, Mrs. Ivy, Mrs. Lavers, Mrs. Merriman, Mrs. Prentice, Mrs. Wade, Mrs. Wingrove and Mrs. Wrightson as Patronesses, and an Executive Committee consisting of Mrs. Hickling, Mrs. Hilton-Johnson, Mrs. Isenman, Mrs. Mackay, Mrs. McMichael, and Mrs. Phillips, with Mrs. Hanbury as Hon. Secretary and Mr. K. D. Stewart as Hon. Treasurer, it will be seen that the causes for which the Fair is to be held are thoroughly appreciated by the whole British community more especially as it is intended, with the proceeds of the Fair, to send a request home that rooms may be dedicated to Officers, N. C. O's and men from Shanghai who have fallen in the war.

Stalls And Side Shows

Cabaret under the management of Mrs. Mc. Michael, Mrs. Isenman and Mr. de Luca. Zoological Stall, Mrs. Bowland Wade. Wool Stall, Mrs. Brand. Toy Stall, Mrs. Marsh. Pottery Stall, Mrs. Maitland. Nursery Pottery, Mrs. Liddell & Mrs. Patterson. Raffle Stall, Mr. and Mrs. W. S. Jackson. Manila Stall, Mrs. Girardet. Kewpie Stall, Mrs. Stokes. Poster Gallery, Mr. Blanco. War Souvenirs, Mr. de Perindorge. Shooting Gallery, Mr. Pearson. Temple of Revelations, Selin, Zoraida and Menia. Golf Competition, Mr. Barrett. Fish Pond, Mrs. Prentice and Mrs. Crighton. Chutes, Mrs. Hayes. Little Miss Muffet, Mrs. Craddock. Aunt Sally, Mrs. Guillard. Candy Witch, Mrs. Richard.

WORRY IS A DISEASE.

The disorder which causes its victims to worry, whether they have anything to worry about or not, is neurosis.

Neurosis is entirely distinct from hysteria, although the patient may have both diseases at the same time.

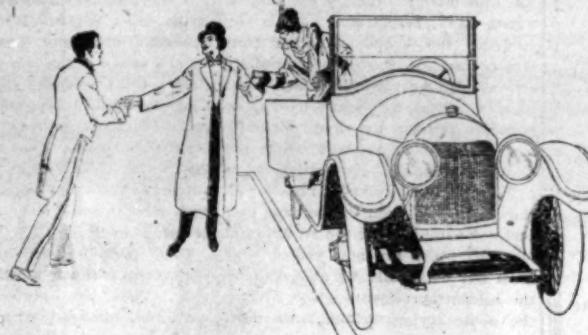
Neurosis often results from some nervous shock, such as the loss of a near relative, business reverses, or some severe over-strain of the nervous system. The patient is usually pale, showing that the blood is thin, and the first thing to do is to build up the blood, because anything that builds up the general health helps to correct the neurotic condition. Rest and a good tonic is the very best treatment in most cases.

Dr. Williams' pink pills are an ideal tonic for this condition, because they contain no alcohol or harmful drugs, and neurotic patients should avoid alcoholic stimulants.

The Williams' Medicine Co. has published a little book on nervous disorders that contains a chapter on Neurosis, in which the symptoms are fully described and the correct treatment given. The booklet is free to those who send a post card to 96 Szechuan Road, Shanghai.

You can begin Dr. Williams' pink pills today, obtaining supply from your dealer or direct and post free, one bottle for \$1.50, six for \$8 from the above address.

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Celebrated Spanish Artists

PRESENTING

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Gypsy Dances

Imitation of Celebrated Composers

Real Argentine Tango

Original Spanish Dances

Scotch Dances, Transformation

AND THE INIMITABLE COMEDIAN

Victor Moore in the Paramount Masterpiece

IN FIVE ACTS

IN FIVE ACTS

"THE CLOWN"



TONIGHT

AT THE OLYMPIC THEATRE

MARY PICKFORD

IN

"Madame Butterfly"

A PARAMOUNT
SIX PARTS
MASTERPIECE

AND AT THE MATINEE
AT 3.15 P.M.

AT THE VICTORIA THEATRE

THEODORE ROBERTS
IN
A PICTURISATION
OF

MARK TWAIN'S
"Pudd'nhead Wilson"

IN FIVE ACTS
AND

"The Collier Girls"

AT THE

VICTORIA THEATRE

On Tuesday, 23rd

New Acts by the Collier Girls

AND NEW EPISODES OF

"GLORIA'S ROMANCE"

On Friday, 26th

MARY PICKFORD

IN

"MADAME BUTTERFLY"

The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

DEATHS

CALDAS: Died, at the General Hospital, Shanghai, at 3:55 p.m. on October 19, 1917, Anaia Ingracia, beloved wife of Augusto Francisco das Caldas, aged 35. The funeral will be held at the Palmejao Cemetery, the cortège leaving the General Hospital at 2:30 p.m., and the Church of the Sacred Heart of Jesus, Nanjing Road, at 3 o'clock. Friends are invited to attend.

Hongkong and Macao papers please copy.

15572-O-21.

When Women Fight

Dr. Graeme M. Hammond Discusses 'The Female Of The Species,' Her Warlike Qualities And Limitations

By George MacAdam

(New York Times)

WOMEN make good soldiers?

Why not? Women are a great deal more combative than men. If you don't believe me, ask any married man. A fighting woman is by long odds fiercer than a fighting man. If women had the physical strength and could be disciplined—(make a note of that) and could be disciplined—they would dominate the earth."

This expression of opinion, so identic with that famous line, "the female of the species is more deadly than the male," sounds like the beginning of an interview with Rudyard Kipling. But it isn't.

The man who made the statement is a man who ought to know, for he not only belongs to but has acquired eminence in a profession that comes peculiarly in contact with the inner and usually hidden side of human relations. Dr. Hammond is the man, Dr. Graeme M. Hammond, the famous neurologist.

A word or two of introduction for the benefit of those who don't know who's who in the neurological world: Dr. Hammond is professor of nervous and mental diseases in the New York Post-Graduate Medical School; he was for one term President and for twenty-five years has been Secretary and Treasurer of the American Neurological Association; he is a member of the American Medical Psychological Association, the New York Psychiatric Society, the New York Neurological Society, and the American Medical Association.

Dr. Hammond has made a specialty of the study of nervous and mental diseases, devoting himself principally to medico-legal work, and is recognised as one of the leading authorities in America on insanity cases. He has recently been appointed a Major in the United States Army, his work at the present time being chiefly directed to a weeding out of volunteers and conscripts who have a deficient mental or nervous equipment for the strenuous life of the soldier.

Also, a few words must be said of Dr. Hammond's athletic career, for in the interview which follows the doctor gives some strong views in regard to the deteriorating effect of the physical life now led by many women, particularly American women, and of the beneficial effects that he believes would accrue to physical womanhood "if women were forced to enjoy the rigorous training entailed by life in a fighting army."

"But if women are to be taken into our armies," I asked, "to kill and be killed by men, what is to become of our ideals, of our chivalry, and of all that has grown out of them?"

"Women are here on earth, and we might just as well accept them as they are. There is nothing to be gained and much to be lost by looking at them through moonbeams. Let's get them out in the noonday sun."

"In times of riot, in times when mob frenzy takes possession of a people, it is always the women who show themselves the fiercer fighting animal, the primitive passion of blind blood lust is stronger upon them, and where men will only use gun or knife or club, women will readily descend to the use of the primeval weapons—tooth and claw."

"Women commit murders, sometimes the most brutal murders. Every now and then the public is shocked when the newspapers recount how some woman of gentle birth, gentle surroundings, and apparently gentle habits, has suddenly yielded to the fever of murder. The tiger is in every woman; it's only a question of what's going to bring it out."

If Dr. Hammond is really the product of his own theories, then he is a most eloquent argument against mollycoddling. Standing something

over six feet tall, broad shouldered, deep chested, lithe waisted, straight and springy as a hickory sapling—at 55 he is the picture of masculine mental and physical maturity.

This is the man to whom I went for light and leading when the daily news dispatches from Petrograd seemed to give verification to the remarkable tale of the organisation and participation in battle of a regiment of Russian women—the first regiment of the kind in the history of civilisation.

"Is the women's regiment simply a super-advertising device of the Russian patriots who hope to stir through the sense of shame the slackening martial spirit of the men? Or has the woman soldier really arrived?" Is she a new element of topsy-turvydom in a world that during the last year or so has been turned topsy-turvy in so many ways?" That was the three-barrelled question that I shot at Dr. Hammond.

The doctor deployed; even gave signs of retreating to cover. "Women—h-u-m-m—dangerous subject—h-u-m-m—very dangerous subject. Woman question—dangerous, very dangerous subject—man's a fool to monkey with it."

Each dash in the foregoing paragraph represents a meditative rubbing of the brow. Then the doctor plunged:

"Women make good soldiers? Why not?

"The first qualification of a soldier is his fighting ability, and women belong to the real fighting sex."

"The average man likes to get along with his fellow-man, and much prefers peace to war, and won't fight unless there is really something to fight over."

"Women do not enjoy peace as men do. There is a streak, the exact breadth of which optimists and pessimists may quarrel over—but there is undeniably a streak of innate disputatiousness in women. They are a great deal more combative than men. If you don't believe me, ask any married man. Who is the husband or the wife, who usually first cries quits when the family jar occurs? Which is it that doesn't mind using the public streets as tourney fields in which to decide the family championship? And which is it that glories in the public display of prowess and which is it sinks away or willingly makes craven peace? A shamefaced fighter is not a fighter who fights for the sake of fighting."

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"And so I say that morally it will do women no harm to fight for

(Continued on Page II)

Bohemia—The Submerged Front

By Stephen Bonsal
(North American Review)

When in 1908 Austria-Hungary made a scrap of paper out of the Treaty of Berlin and annexed Bosnia-Herzegovina, against the protest of its inhabitants, the great initial wrong was perpetrated. It is by studying the brutal situation thus created that we uncover the immediate sources of the great conflict and, what is more helpful, we acquire light as to possible settlements and certainly some guidance as to those which are clearly impossible. No settlement is to be thought of unless it removes all the causes and even the possible pretexts of a renewal of the struggle, at least all which are now visible. We must not only build up and energize the solemn agreements which covered the neutrality of Belgium, we must not only right the wrongs of the Poles and of the Irish, and the never-to-be-minimized wrongs of the Alsations, but we must do justice to the Bohemians, who have fought and died for their rights without ceasing and without unseemly parley or compromise ever since the day now nearly three hundred years ago, when they were cheated out of them.

How serious is the danger and how near to the main question comes this lightly regarded side-issue involving the future of Bohemia, is clearly demonstrated today by the fact that the only settlement of the Great War which now suggests itself as at all possible in Berlin and Vienna (and here at least not very enthusiastically) is the contriving of a Middle European Confederation with hegemony in Berlin, and founded upon the continued political and economic subjection of twelve million men who have fought as valiantly and whose rights and charters, long trodden underfoot, are as beyond question as are those of any of the other oppressed nationalities, with the details of whose fate, however, we of the western world are more familiar.

The lands of the ancient Bohemian crown occupy the northwest corner of Austria. Bohemia proper is over twenty thousand square miles in extent, with 7,000,000 inhabitants. To the east lies the Margravate of Moravia, with 8,500 square miles, and with about two and a half million inhabitants. Adjoining lies the duchy of Silesia, 2,000 square miles in extent, and a million inhabitants, overwhelmingly Bohemian in blood, tradition, language and aspirations. It is not a new thing that this harassed people should stand in the way of German expansion to the east, as they are doing today. For more than a thousand years their lands have been a bone of contention between Slav and Teuton. Since early in the fifth century, when the Bohemian kingdom was most probably established, hardly a generation has passed but that their national existence has been endangered and their homes given over to fire and sword at the hands of the German invaders. At the end of the Thirty Years' War, Bohemia was spoken of as a well-nigh uninhabited wilderness, and its revival from this low ebb to their present position of power is an indication of the vitality of a noble race.

It was in 1526 that the Czechs made their never-sufficiently-to-be-deplored blunder of electing the reigning Hapsburg of the day to be king of Bohemia. In 1618 the people revolted, but two years later, meeting with a decisive defeat at the battle on the White Mountain, they lost their independence. Since then, Bohemia has been governed as a conquered province and the authorities in Vienna have made but little concealment of their purpose to root out the Bohemian language and to settle the country with German colonists wherever possible.

In the very early days of the reign of Francis Joseph the Czechs of the crownlands formulated their demands, of which they had not abated one jot through nearly three hundred years of persecution; they insisted not only upon their rights to live as free individuals, but as a free people. Unfortunately, the young emperor decided that they must become Germans. This unsolved question, and one that is insoluble except in the right way, has been a thorn in the side of the Austrian Emperor ever since. The Bohemians have always been opposed to the Triple Alliance and to those close, almost vassal-like relations with Germany, which the Austrian-Germans and the Magyars for obviously selfish reasons favored. Nowhere was the full significance of the great catastrophe. Here indeed lies a stark misery a mourning nation. Her sons are scattered or dead, their leaders are in prison or in exile, her daughters mourn by the sides of the freshly-turned graves. In Prague still stands the Hradcany, the great castle of storied memories, but here today it houses the Magyar soldiers, and the great battlements which more than once proved the bulwark of Bohemian liberties, listen to the strange, unintelligible words that fall from the lips of the foreign soldiery. It seemed to me that the Hapsburgs do not trust even the Magyar overmuch. At guard-mount on this historic site every day at noon a thousand men would turn out but, not one in ten carried a rifle. Are they short of rifles or is it found that here, too, the Slovak spirit has crept in? To this and many other inquiries are found any but satisfying replies. Prague is a mourning city and a whispering gallery of most uncertain and intangible rumor.

The draft goes on automatically as ever in Bohemia, resulting here and there in blood-curdling massacres of unarmed men, women and children. It requires the presence here on the submerged front of such a large body of alien troops who, now that the pinch of the wasting war is being felt, could be utilised to such advantage in other quarters, that the Statthalter is reported to have expressed the opinion to Vienna that the draft gain was not worth the cost, especially in view of the fact that every recruit deserts to the enemy and joins his true colors on the Russian front whenever the bare possibility of doing so is presented.

The whole land is garrisoned by Magyar and German soldiers and, latterly, detachments of the Landwehr which have never been repealed or abrogated with their consent. Under the Austrian constitution of later years all nationalities were declared equal before

the law and the throne. But this provision meant little, and by the Ausgleich of 1867, by which the Germans and the Magyars secured absolute dual control, it came to mean nothing at all.

A very few days before the outbreak of the Great War the last measure of Bohemian autonomy was destroyed. By one sweep of the pen the Emperor dissolved the so-called Council of the Kingdom, and subsequently an imperial commission was created to govern Bohemia. The members of this body, called down to exercise autocratic powers, were aliens and outlanders in spirit or by heredity and general in both.

One feels drawn towards the Bohemians for their idealistic point of view. They are perfectly familiar with the economic wrongs and the exactions which their country has suffered at the hands of the Austrians, but always subordinate these injuries to the threatened loss of the language and the nationality which they hold so dear. Again, one is struck by the enthusiastic loyalty of all Bohemians in this country to America and to American ideals. There are more than sixty Bohemian newspapers published among us, and for years past each one of them has carried in every issue a call upon all their readers to secure American citizenship as quickly as possible, and this they have done almost without exception.

It is of course, the question of language and of nationality upon which the Bohemians and the Slovaks, be it said to their credit, will admit of no compromise. How often I have heard them say in their meetings, both here and in their native land:

"Yes, we have put up for centuries with unfair taxation which has taken away our lands and robbed us of our goods. We have given up our sons to fill their armies because we had no arms with which to resist and because we were always promised that they would not be used in a war or in a cause in which we did not believe."

But our language, the words that we learned in childhood, which we drank in with our mothers' milk, which binds us for time and eternity to all we cherish and prize; no, you shall not take our language away; you shall not choke the expression of our soul."

At the outbreak of the war Bohemians were paying more than four million crowns annually in taxes to Austria. The imposition of the war taxes has, of course, increased this tribute very largely. All, or very nearly all, this money is staying in Vienna and is used, in so far as it is used at all for purposes that can be named and recorded, to develop the Austrian Alpine lands which are largely unproductive. And in the meantime we have put up for centuries with this unfair treatment, the Bohemians stand at the head of all the leading men in what the Austrians regard as the disaffected districts. In this way thousands have been killed at the front who never would have been sent there had it not been planned to put them out of the way in this expeditions and economical manner. But their spirit goes marching on. The severest penalties are being exacted of men who are charged with having surrendered to the Russians, whatever the circumstances attending the surrender may have been. Decrees of confiscation against the property of these men have been entered and their families, deprived of all means of livelihood, are turned out in the streets to beg. A great number of the minor political prisoners are reported from time to time in the German papers as having ended their own lives in prison. There is only too much reason to believe, from information that leaks through the news barriers, that these men died of hunger and of other forms of ill-treatment.

It is impossible to keep track of the scattered Bohemian military units, as the Austrian authorities throw into prison and confiscate all the property and the lands of the families involved, to the most remote degree of kinship.

These men are fighting and dying anonymously in so far as this is possible. With the Russian army the Bohemian contingent is represented by at least two full divisions amounting to something over forty thousand men. These figures are at least four months old and there are undoubtedly now many more Bohemians in the army of the Russian Republic, as, whether from mere stupidity or with design, the old autocratic regime placed many obstacles in the way of the Bohemian recruit.

In the reconstituted Servian army there are a very large number of Bohemians, many of them reserve officers who have been placed in command of the decimated Servian detachments. In the Servian division that fought with the Russian army in Bessarabia it is of record that there were nearly two hundred Bohemian officers and about three thousand privates. In France the Bohemians form several battalions of the French Foreign Legion, and with these daredevils they have carried the Bohemian lion-flag well to the front. There are many Bohemian volunteers with the Allies in Macedonia and several of the Canadian battalions, notably the 223rd and the 225th, are filled with them.

These volunteers came largely from the United States, as there are few Bohemians in Canada, and the fact that they are permitted to carry along with the British colors the white and red flag of Bohemia has exerted a tremendous influence upon enlistments. As they sailed for their unknown destination, but surely "somewhere in France," large committees of their fellow citizens from Illinois and Iowa saw them off and received their solemn promise to carry the Bohemian flag in all honor until they planted it upon the topmost peak of the Hradcany Castle in Prague.

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peace or in war. Even under the present system enthusiastic recruits are coming in. From Chicago quite recently four hundred and fifty Americans of Bohemian antecedents were transferred to Jefferson Barracks in a

body. In these circumstances Captain Kenney, U. S. A., to whose intelligent efforts is due in no small measure the high recruiting record of Illinois, has been able to write as

(Continued on Page 12)

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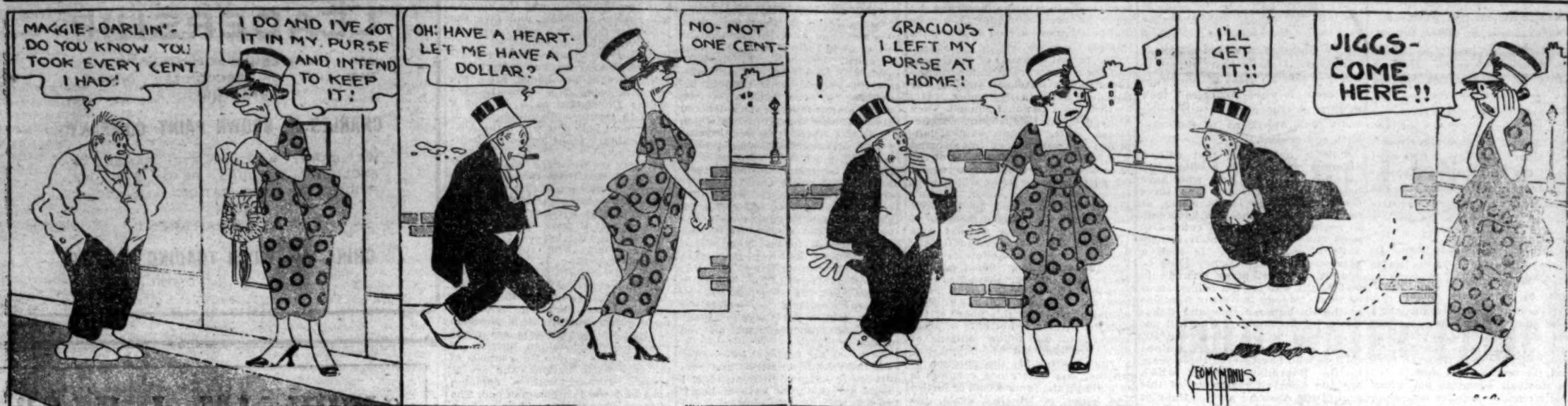
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War Time Wallops

better race after the smoke of conflict lifts and the world is once more at peace?

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"But aren't there certain anatomical differences," I objected, "which would count against a woman's military efficiency?"

"Her collarbone is longer, and she, therefore, has greater endurance than a man in carrying a baby, and would have less accuracy in throwing a hand grenade. Her pelvic bones are wider and her thighs shorter than a man's. And she is, therefore, handicapped in running.

"I think it was Talleyrand who said that a woman and a cow should never attempt to run—that they only succeed in waddling. I also think it was the King of Dahomey who had a regiment of Amazons. I'm sure that if one of these African ladies was after me, with blood in her eye and an assegai in her hand, I would get the impression that her waddle was no handicap to her efficiency in running.

"If women could acquire the physical strength and could be disciplined—(make a note of that) and could be disciplined—they would dominate the earth. I believe that it would be easier for them to acquire the necessary strength than for them to subject themselves to the necessary discipline.

"At present there is no question that woman represents the undisciplined sex. This is particularly so in this country. Women here have been allowed too much ease and luxury and pleasure, without any of the sobering responsibility that goes with world making."

"Before this great conflict began the civilised world seemed rapidly drifting toward neuroticism. If the physically defective women perish because of military hardship, and the fit who survive are made more fit because of the benefits of military training, won't we be a long way toward the establishment of a

America only entered the war to deprive Germany of victory.—Frankfurter Zeitung... It is a delight to note from a German newspaper an exact statement of fact.—*Syracuse Post-Standard*.

The Louisville chap who, when drafted, threw out his chest and cried to the crowd: "God help the Germans, they have drawn me!" gave the best key-note to the country.—*Memphis Commercial Appeal*.

Camouflage is an ancient art. We used to achieve it with a big geography when we wanted to read "Peek's Bad Boy" in school.—*Kansas City Star*.

Perhaps in time the people of the United States will be officially exhorted to exercise in eating the same common sense—nine-tenths of them year.—*Kansas City Star*.

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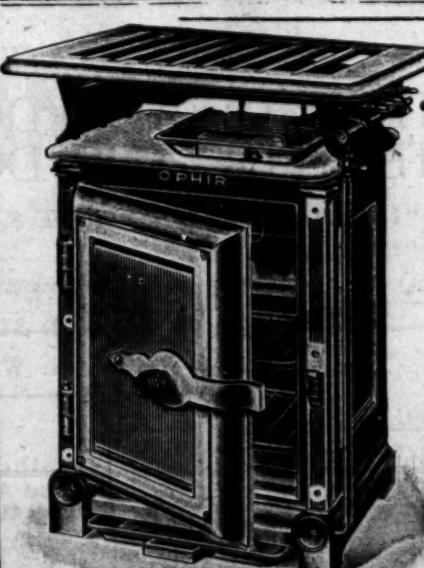
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College Notes

Dr. Henry Huijzinga, who arrived in Shanghai last week, has begun his work as the head of the mathematics department last week. Dr. Huijzinga has been at Ongol, Burma, as Principal of the high school there for a number of years. He is a specialist in mathematics, having taken his Ph. D. degree in that field.

One of the members of the college faculty recently received a letter from Lieutenant Edward Evans of the British army. Lieutenant Evans was formerly in the mathematics and physics departments of the college but he left Shanghai last June to go to the front with the labor battalions. In his letter Lieutenant Evans states that he is in good health and is enjoying his work very much.

The Varsity baseball team plays the last game of its season against the Faculty team. In the last encounter of this kind the Faculty came out victorious so that the boys are out for revenge this time.

The football squad is out every day for strenuous practice under the direction of the Coach, Professor Kelhofer. The addition of several good players from Yates Academy in Soochow and Wayland Academy in Hangchow has made the prospects of a good football team very bright. The season opens next Saturday with a match against the American School boys.

In connection with the regular military drill the students had their first experience with a fire drill. First, while they were still standing in company formation, they were told what they should do when the fire bell rang. Then they were sent to their rooms and the bell was rung. On the whole they did very well and came out of the buildings in orderly fashion. The greatest trouble was with the men who had to come down the fire-escapes. It was a new experience for most of them and they didn't break any records getting down. The next time the drill is tried a stop-watch will be held on the whole performance.

The track team has been out for fall practice under the direction of the coach, Professor Kulp. A promising lot of material is reporting daily.

The first number of the college paper "Voice" will make its appearance at the beginning of next week. There are now six schools engaged in getting this paper out. They are the Shanghai Baptist College, Yates Academy, Wayland Academy, Ningpo Baptist Academy, Shaoshing Baptist Middle School and Ming Jang School.

ISOLATE PARALYSIS GERM.

Philadelphia Scientists Confirm Rockefeller Institute Researches

Philadelphia, September 1.—The isolation of the infantile paralysis germ is announced today from the laboratory of the Jewish Hospital of this city. This constitutes a confirmation of the researches of the Rockefeller Institute, in whose laboratories the germ was isolated four years ago.

This result rewards the ardor of three Philadelphia physicians, who have worked since last November to isolate the poliomyelitis germ. They are Dr. George D. Heist, Dr. Myer Solis Cohen, and Dr. John A. Kolmer.

For months the medical profession has been watching the work of the three physicians, which was carried on in the Mastbaum Research Laboratory, established at the Jewish Hospital through the generosity of Jules E. Mastbaum in the summer of 1916, and also in the McManus Laboratory of Experimental Pathology at the University of Pennsylvania. The germ was found in patients who had died of infantile paralysis, and in monkeys which had succumbed after inoculation with the disease.

Bohemia—The Submerged Front

(Continued from Page 10)

spiritual kinship that has existed between our races since the days of Wycliffe and Huss. To men of their past and of their aspirations, it is very annoying to be regarded, by some as non-conforming Germans and by others as a race of sedentary Gypsies.

The formal demands of the Czechs and the Slovaks are contained in the authoritative statement which was issued in Paris in September, 1915, by their joint national council. They demanded an independent Czecho-Slovak state, and an explicit approval and sanction of this demand was incorporated in the reply of the Entente Allies to the German request for possible peace terms which were secured through President Wilson's greatly misunderstood good offices. In a word, then, every member of the Entente Alliance at that time joined in a formal demand for the liberation of Czechoslovakia from German domination. Since our entrance into the war there has been no public expression of opinion, much less any formal statement from official quarters on this phase of the situation, which is not only of great concern to our fellow citizens of Slavic tradition but which has such a vital bearing on the question of whether the next peace congress is to build on the fundaments of Justice and honor, or whether, again, the ideals of an awakened humanity are to be submerged in the archeology of the hazy diplomatic past. Should this happen, and only if this should happen, will the Middle-European empire be constituted.

The Slavs in America believe that their cause has the overwhelming support of their fellow-citizens, they have no fear of what the outcome will be, nor yet that their interests, so bound up with and inseparable from the peace of the world, shall be neglected.

There exists such complete confidence and trust between the Czechs and the Slovaks, brothers in blood and holders of the same high ideals,

that the task of working out the details of their future common state, for the present left undiscussed, would seem to present no insuperable difficulties. A general understanding between them undoubtedly exists, to the effect that when the opportune moment comes the Slovaks will state what guarantees of self-government they may deem adequate, and that the Bohemians will agree to them in an unquestioning spirit.

While Russia remained an autocracy it was naturally thought inadvisable by the leaders of the Czecho-Slovak movement to demand that the future state, towards which Russia was contributing so generously and so powerfully, should be a republic. Since the revolution in Russia, however, through their newspapers I notice that the future form of government for which they are working in such a self-sacrificing spirit, is invariably spoken of by the Czechs and the Slovaks as having the republican form. It must not be overlooked, however, that there is nothing authoritative on this question as yet. And it is certain that the joint war council of the two submerged nationalities, which sits permanently in Paris, has not made an official pronouncement on the subject.

As far as my personal intercourse with these leaders extends and permits me to judge of their attitude, I should say that they have at heart, and are seeking, the substance and not the mere shallow forms of free institutions. The great majority of the Czechs and Slovaks undoubtedly dream of a republic with access to the sea either through the South-Slavic state yet to be erected on the Adriatic or through the instrumentality of President Wilson's plan

whereby under "A right comity of arrangement no nation need be shut away from free access to the open paths of the world's commerce." But if, for international reasons, the Allies should decide in favor of a constitutional monarchy for the reconstituted kingdom of Bohemia, both the Bohemians and the Slovaks will readily acquiesce and give the expedient more than a fair trial. In this connection, it should be noted that Austrian diplomacy has recently revived very ancient subterfuges, and offers of autonomy, after the war, are being dangled in the face of the Bohemians as a bait or a bribe to secure a discontinuance of the present policy by which the Austrian military plans are so frequently obstructed.

It may be said here, and with all emphasis, that these tactics have no chance of success and that the Bohemians are resolved at this late day not to accept autonomy under the Hapsburgs. It may be, of course, that the terrific blows of the last twelve months and the powerless present condition of the Austro-Hungarian empire have not escaped the intelligence of its statesmen. It may be that the handwriting on the Hofburg wall is even legible to them. But, generally, it is considered that these proposals are made with the Machiavellian purpose of bringing discord into the councils of the two Slavic nations who are at present working with a common purpose towards a common end. The offer of autonomy, it will be noticed, does not include the Slovaks in northern Hungary. And while autonomy, if real and not merely paper, would mean a great improvement of conditions in Bohemia, to the Slovaks this adjustment, if accepted, would sound the death-knell of even their most moderate hopes.

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Civilians Suffer Far More Than Men In The Trenches

Baron Moncheur Of Belgian Mission Tells The Story Of His Devastated Country's Starving Women And Children

New York, Sept. 2.—With modesty and restraint Baron Moncheur, head of the Special Mission from Belgium, told his story of his beleaguered country and the increasing wretchedness of his people. To a man of his sensitive nature it seemed embarrassing to exploit the humiliation and anguish of his land before the world at large. The Belgians are a proud people, unfamiliar with the excruciations of bondage. In song and story, since the eve of Waterloo, when "Belgium's capital had gathered then its beauty and its chivalry," the Belgians have been famed as a people of pride.

Baron Moncheur recalled, too, that they had been a very happy people, for, since the days of the old wars in Europe, as years rolled up decades and decades rounded up a century, the Belgians, trusting to their treaty rights with the more powerful nations, had set their hearts to building up homes of comfort and wreathing their land with prosperity.

"But our treaty," said the Baron, "was 'nothing but a scrap of paper' to be torn and trampled under the spurred boot of a crowned autocrat, and the war-ridden Belgians of today are the most destitute and unhappy people of the earth."

The chief of the special mission to this country is not the type of man that "Baron" usually conveys to the American mind. Banish all visions of gold braid and fancy sashes, or other heraldry of rank, and fancy that you see a kindhearted, elderly gentleman of the old school—somebody who suggests to your mind a self-effacing, simply but neatly clad rural preacher. Tall and slender, with squared shoulders slightly stooped, and hair and mustache liberally sprinkled with grey, the Baron impresses one with his simplicity of manner and his intense earnestness. He was once Belgian Minister in Washington. Afterward he was Minister to Mexico, and there he married Miss Clayton, daughter of General Powell Clayton, United States Minister to Mexico. Since the European war began he has been Chief of the Political Bureau at the Belgian Foreign Office. In slow, deliberate, simple words he proceeded:

"Belgium only yesterday was one of the principal centers of human activity. Today the silence of death reigns over its mines and its factories. Belgium has become for its inhabitants merely a cage whose bars are formed of German bayonets. The enemy has robbed us of everything—money, provisions, raw material, and machinery. All commerce was destroyed and our factories put out of business. Consequently our workmen were thrown out of employment. I mention the causes of stagnation so that the resulting misery of our poor, famished people might be better comprehended.

"Here in America just now one hears a great deal about the hardships the men must undergo on the fighting line—in the trenches. It is all very true that modern warfare is more terrible than any conception of war formed in the human mind before. But the soldier has a far better time of it in this war than do the wretched housewives who remain at home. A man on the firing line has the force of mental excitement as a kind of diversion, and he is removed from the scene of responsibility. He knows that his country is raising

had fallen off in weight amazingly during the first three months of the present year, anywhere from ten to forty pounds. A general strike was declared last April, the workmen simply saying to their employers that they had not the physical strength to work any longer. There were no differences between the workmen and their employers; no disputes to be settled, but just a condition of incapacity to do the work required because of being half starved.

"About twenty of the wives of these workmen appeared before the representatives of the Relief Commission to plead the cause of the families of all the laborers of the province. They were led by a woman whose face indicated that she was intelligent and accustomed to better times in the past. This woman broke down in trying to voice the sufferings of 300,000 persons in the province, and it was found that she was on the verge of starvation. To all such persons and such delegations the agents of the Relief Commission could only say that they were doing their best and would try to do better in the future. The daily ration allowed consisted of bread, 300 grams; rice, peas or beans, 16 grams; bacon and lard, 12 grams; herrings, coffee, and so on, very small quantities; soupe populaire, 1 liter; sugar, (native) 20 grams; butter, (native) 3 grams. This ration furnishes a total of 1,130 calories a day in point of food value, which is scarcely half enough to keep an idle man alive.

"It is needless to talk of the prices of foodstuffs in Belgium. To know that they are prohibitive is sufficient. I was informed just before I was leaving that practically no meat was available. In London, Paris, and Rome they have what they call meatless days. In Belgium every day is meatless. It was told that the cheapest grade of half-spoiled meat, which was about all the meat that ever found its way into Belgium, was selling for 7 francs per kilo, which means about 70 cents a pound. Cold-storage eggs were selling at 50 centimes each, or about \$1.20 a dozen. Milk was hard to get at 70 centimes per liter. In fact, in the rural districts the cows had nearly all been killed for food. Many a baby has died in Belgian cities for lack of milk, which used to come from the country near by. Butter was beyond the reach of all except the wealthy, going at about \$1.75 a pound. Potatoes were selling at around 15 cents a pound. Carrots were 13 cents a pound. But what is the use of talking about the prices of food commodities where the consumer has no money with which to purchase food?

"It has been carefully figured out by the Commission for Relief that as long as the imported ration is as small as it has been for the last three months the demand for native food will be such that it cannot, at the outside, satisfy more than 5,000,000, and these authorities, who have the situation so well in hand, plainly show that the remaining 2,000,000 people must depend solely upon the ration of the Relief Commission—or just one-half enough to support life."

"In spite of all efforts on the part of the Germans to turn these suffering Belgians against England and her allies, and to cause them to lose faith in American charity, I rejoice to say that my people have not been fooled.

"They know where their friends are, and for the open gratitude to the people of the United States for their unfailing friendship and kindness.

"The Germans have done their worst to upset the morale of the Belgians at every turn since they tore up that little scrap of paper which guaranteed my people protection from invasion in case of war. Their agents of the Belgian ministry, who took by the thousands in cattle cars to the interior of Germany to work will go down in history as the most disgraceful conduct a nation ever engaged in since the dawn of civilization.

"This same agent of the Relief Commission reported conditions as

they had in a particular locality that even the German soldiers were often so moved with pity as to divide their own limited rations with the hungry little children about them.

"It was found that workmen were

going to their posts of duty with almost empty dinner pails, a part and sometimes the whole of their midday meal consisting of sliced radishes, the Belgian cattle beet. These workmen

BATTLE MORTALITY IN WEST ONLY 1.1 PER CENT

Information Committee Compares The Losses In Wounded And Those Killed Outright

Washington, September 1.—The Committee on Public Information has obtained from official sources the most nearly accurate figures possible on the percentage of fatalities in relation to casualties on the western front in Europe. These figures, taken when the casualties were highest in proportion to mobilized strength and combined with the highest proportion of deaths, show deaths from wounds and in action to be approximately 11 in every 1,000 of mobilized strength. According to the figures presented by the French High Commissioner in his letter to the Secretary of War, the high water mark of casualties in the French Army was reached early in the war—at the battles of Charleroi and the Marne. The casualties in that period were 5.41 per cent of the mobilized strength, or 541 men in every 10,000 with the colors.

Military experts in the country agree that the killed in action and died of wounds have never in this war exceeded 20 per cent of the total casualties. This gives a figure of 108.2 fatalities from these causes in every 10,000 mobilized strength, or practically 11 men killed in action or died of wounds for every 1,000 men with the colors.

Ningpo Women Form War Relief Society

Special Correspondence to the China Press

Ningpo, Oct. 18.—Yesterday afternoon the American ladies of this place met for tea at the home of Miss Duncan and Mrs. E. M. Smith at the Presbyterian Mission compound. After tea the ladies organized a branch of the American Women's War Relief Association, Mrs. E. M. Smith, president, and Mrs. F. C. Wilcox, secretary-treasurer. The principals of the Baptist and Presbyterian Women's and Girl's schools have promised considerable help from their students, and that with what the ladies themselves will be able to do promises to produce big results by this society. The membership numbers twelve as of beginning.

Sailed from Shanghai

For London, etc.

Iyo Maru Sept. 24

Shidzuoka Maru Oct. 20

For Liverpool

Hitachi Maru Sept. 8

Kitano Maru Oct. 14

For New York	Aug. 3	For Tacoma
Suruga	Aug. 14	Hawaii Maru Oct. 1
Toyoko Maru	Oct. 18	Mexico Maru Sept. 20
Colombia	Oct. 13	For Seattle
Ecuador	Sept. 17	Inaba Maru Oct. 13
Korea Maru	Oct. 8	For Vancouver
Oranje	Sept. 18	Bassis Dollar Sept. 17
Royal Arrow	Oct. 17	Hazel Dollar Sept. 2
Siberia Maru	Oct. 18	

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Cost of Living In France

(Continued from Page 8)

stringency in the dye market is another cause.

Men's suits are 150 francs and up for anything worth having, whereas even a year ago a three piece outfit could be purchased for 120 francs. Men's tailors are bending all their energies to making uniforms and their cutters have almost forgotten how to make civilian clothes. Before the war a good suit of clothes for a man could be picked up for 85 to 95 francs.

Hats And Gloves

Women's hats, as always, cost anything and everything, depending on the shop and the weather and a few other things. But felt hats—certainly gone up in price, men's hats, for example, climbing steadily. Soft hats which were formerly 12 francs are now 20, and derbies cannot be found for less than 10 francs, even in the cheapest grades.

Paris was once the glove paradise of the world, but Perrin's, next door to The World Bureau, cannot offer a thing for less than 5 francs, and better quality runs from 9 to 15 francs. Men's gloves are 8 francs up.

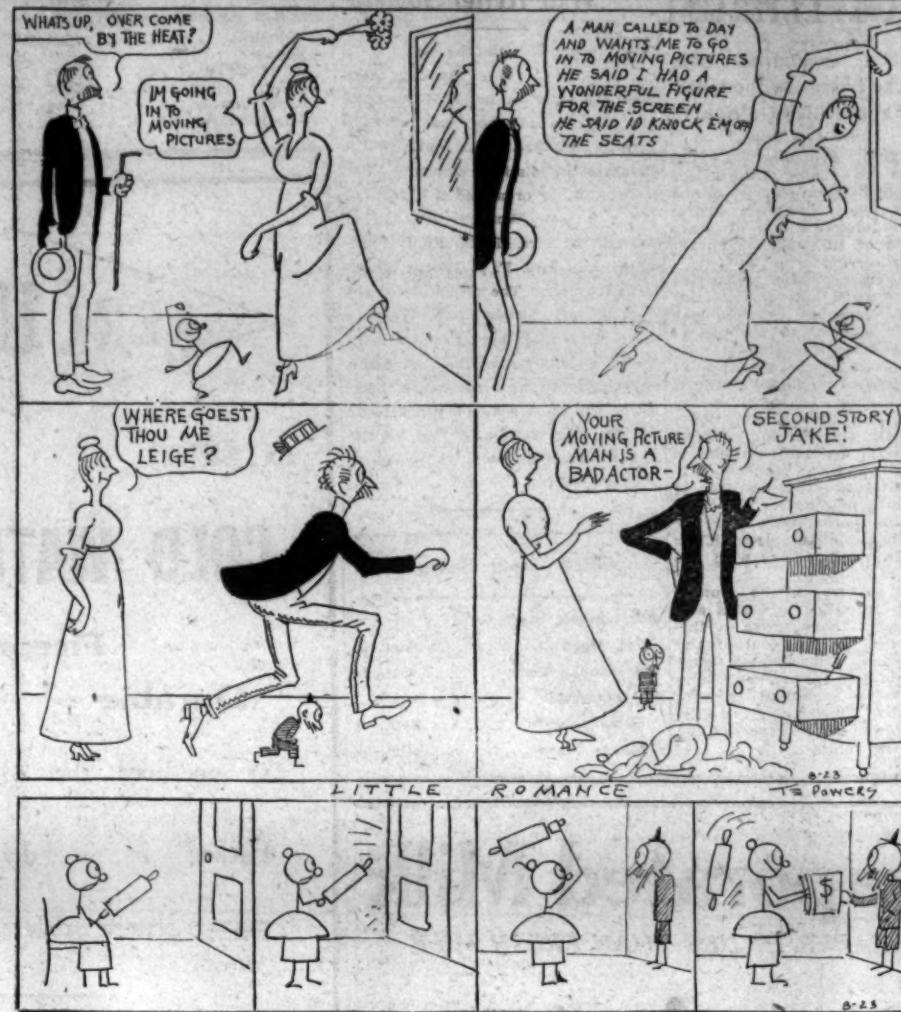
Prices are up all along the line for haberdashery, and it is almost cheaper for an American to go to Charvet's or Bolivin's or Sulka's and have shirts, pajamas and underwear made up than to try to get on with what one finds in ordinary men's wear shops or department stores.

Fancy umbrellas and sunshades for women, although still a good deal cheaper than they are in New York, are way above what they were before the war. For \$6 one can find a handsome silk umbrella which would cost \$10 in New York and before the war about \$4 here. Canes are still ridiculously cheap, a stick such as officers carry being available at from 6 francs up.

Laundry charges are advancing because of the lack of coal and the wage problem. Still the prices today are a shade below what good laundries charge in the United States and the work done here is vastly superior except in stiff collars. French laundries apply what they call the "American finish" to collars—making them glossy and shiny like Chinese laundries do in the United States. Many laundries closed last winter during the coal crisis, and some people had their things dry cleaned instead of washed, although the price of gasoline is so high that there was not much saving.

Increased cost of gasoline and tires has caused a twenty-five per cent advance in taxicab rates. But the increase in tips is where the big advance has come. No chauffeur is satisfied with ten or fifteen per cent of the amount registered. He won't accept less than a fifty centime piece, even for a short ride which registers say, 1 franc 25 centimes.

Joys and Gloom By Tom Powers



ants will cost, with an ordinary good wine, about 20 francs a plate. Before the war it would have amounted to 14 or 15 francs. In the Duval chain of restaurants—the nearest approach to Child's in New York—an average luncheon or dinner is more than 4 francs, whereas before the war it was less than 3 francs.

Theaters have advanced their price also, but tickets still cost less than in New York. In only a few small houses do orchestra seats down front cost 11 francs; usually they are 7 or 8 francs apiece. Admission is about 50 cents everywhere, with the privilege of getting a drink at the bar, which is open until 10 or 10:30. This affords a little extra time for the thirsty ones, as all restaurants and cafés close at 9:30 p.m. One franc 50 centimes—roughly, 30 cents—is the price of the cheapest seat in a moving picture theater, while the better seats are usually 2 francs.

Coal soared to fabulous quotations during the cold snap of last winter, when \$100 a ton was offered for anthracite. The authorities have now placed a limit on the price to be charged, as coal is being dealt out in rations and no one may have more than a certain amount stored up in his cellar. For a fifty-kilo sack—about 112 pounds—the charge is 8 francs, or about \$1.60, whereas before the war the same weight sack cost about 4 francs.

High Prices Offset By Wages

To balance this increased cost of living sources of revenue have also increased on the average, it must be remembered, as every man, woman and child employed in Paris is getting more wages than before the war. This is due to the fact that with all able bodied men taken by the army the demand for labor exceeds the supply. There are always

vacancies in the great munitions it in the expectation of keeping it making plants at good wages. Besides that, any family dependent on a mobilized man need pay no rent nor taxes nor water bills and receives a certain allowances from the Government.

All in all, however, it is the inherent thrift and saving of the French people that is tiding them over this period of stress. As France surprised Bismarck in 1871 by raising almost in a day the staggering indemnity he had saddled on

the cracked tea-pot and the woollen stocking.

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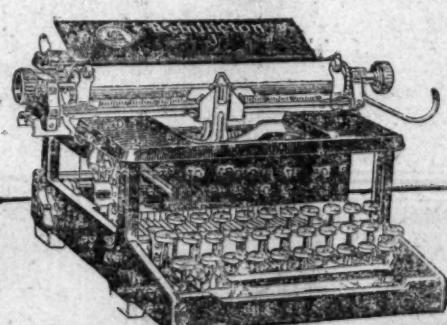
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Germany's Great Loss of Trade As Seen by Ambassador Gerard

Empire Had A Large Commerce With U. S. In Exclusive
Goods—Much Of The Business Gone For Ever

By James W. Gerard

CHAPTER XXXVIII

Nothing surprised me more as the war developed than the discovery of Germany for the great variety and amount of goods exported from Germany to the United States.

Goods sent from the United States to Germany are mainly prime materials—approximately \$160,000,000 a year of cotton, \$15,000,000 of copper, \$15,000,000 of wheat, \$20,000,000 of animal fat, \$10,000,000 of mineral oil and a large amount of vegetable oil. Of course, the amount of wheat is especially variable. Some manufactured goods from America also find their way to Germany to the extent, perhaps, of \$70,000,000 a year, comprising machinery, such as typewriters, and miscellaneous line of machinery and manufactures.

The principal exports from Germany to America consist of dyestuffs and chemical dyes, toys, underwear, surgical instruments, cutlery, stockings, knit goods, etc., and a raw material potash, also known as kali. The last is a mineral found nowhere in the world except in Germany and in a few places in Austria. Potash is essential to the manufacture of many fertilizers, fertilizer being composed, as a rule, of potash, phosphates and nitrates. The nitrates in past years have been exported to all countries from Chile. Phosphate rock is mined in South Carolina and Florida and several other places in the world.

Curiously enough, both nitrates and potash are essential ingredients also of explosives used in war. Since the war the German supply from Chile was cut off, but the Germans, following a system used in Norway for many years before the war, established great electrical plants for the extraction of nitrate from the atmosphere. Since the war American agriculture has suffered for want of potash and German agriculture has suffered for want of phosphates; possibly of nitrates also, because I doubt whether sufficient nitrogen is extracted from the air in Germany to provide for more than the needs of the explosive industry.

U. S. Chance In Dyestuffs

The dyestuff industry had been developed to such a point in Germany that Germany supplied the whole world. In the first months of the war some enterprising Americans, headed by Herman Metz, chartered a boat called the Matanzas and sent it to Rotterdam, where it was loaded with a cargo of German dyestuffs. The boat sailed under the American flag, and was not interfered with by the English.

Later on the German Department of the Interior, at whose head was Delbrück, refused to allow dyestuffs to leave Germany except in exchange for cotton and finally the export of dyestuffs from Germany ceased and other countries were compelled to take up the question of manufacture.

This state of affairs may lead to the establishment of the industry permanently in the United States, although that industry will require protection for some years, as undoubtedly Germany, in her desperate efforts to retain a monopoly of this trade, will be ready to spend enormous sums in order to undersell the American manufacturers and drive them out of business.

The commercial submarines Deutschland and Bremen were to great extent built with money furnished by the dyestuff manufacturers, who hoped by sending dyestuffs in this way to America that they could prevent the development of the industry there. I had many negotiations with the Foreign Office with reference to this question of dyestuffs.

The export of toys from Germany to the United States forms a large item in the bill which we pay annually to Germany. Many of these toys are manufactured by the people in their own homes in the picturesque district known as the Black Forest. Of course, the war cut off, after a time, the export of toys from Germany, and the American child, having in the meantime learned to be satisfied with some other articles, his little brother will demand this very article next Christmas, and thus, after the war, Germany will find that much of this trade has been permanently lost.

Just as the textile trade of the

United States was dependent upon the German dyestuffs for colors, so the sugar-beet growers of America were dependent upon Germany for their seed. I succeeded, with the able assistance of the consul at Magdeburg and Mr. Winslow, of my staff, in getting shipments of seed out of Germany. I have heard since that these industries, too, are being developed in America, and seed is obtained from other countries, such as Russia.

Another commodity upon which a great industry in the United States and Mexico depends is cyanide. The discovery of the cyanide process of treating gold and silver ores permitted the exploitation of many mines which could not be worked under the older methods. At the beginning of the war there was a small manufacturer of cyanide made by Germans at Berlin, Dusseldorf and Nuremberg. Most of the cyanide used was imported from Germany. The American-German company and the companies manufacturing in Germany and in England all operated under the same patents, the English and German companies having working agreements as to the distribution of business throughout the world.

The German Vice-Chancellor and head of the Department of the Interior, Delbrück, put an export prohibition on cyanide early in the war and most of the cyanide used was imported from Germany. The American-German company and the companies manufacturing in Germany and in England all operated under the same patents, the English and German companies having working agreements as to the distribution of business throughout the world.

The German workingman, undoubtedly the most exploited and fooled workingman in the world, is compelled not only to work for low wages and long hours, but must purchase his food at rates fixed by the German tariff made for the benefit of the Prussian Junkers and landholders.

not been able to verify this absolutely.

Germany had endeavored before the war in every way to keep American goods out of the German markets, and even the Prussian State railways are used, as I have shown in the article where I speak of the attempt to establish an oil monopoly in Germany, in order to discriminate against American mineral oils. This same method has been applied to other articles, such as wood, which otherwise might be imported from America, and in some cases regulations as to the inspection of meat, etc., have proved more effective in keeping American goods out of the market than a prohibitive tariff.

The meat regulation is that each individual package of meat must be opened and inspected, and, of course, when a sausage had been individually made to sit up and bark no one desires it as an article of food thereafter. American apples were also discriminated against in the custom regulations of Germany. Nor could I induce the German Government to change the tariff on canned salmon, an article which would prove a welcome addition to the German diet.

The German workingman, undoubtedly the most exploited and fooled workingman in the world, is compelled not only to work for low wages and long hours, but must purchase his food at rates fixed by the German tariff made for the benefit of the Prussian Junkers and landholders.

CHAPTER XXXIX

Of course, the Prussian Junkers excuse the imposition of the tariff on food and the regulations made to prevent the entry of food-stuffs on the ground that German agriculture must be encouraged—first, in order to enable the population to subsist in time of war and blockade, and, secondly, in order to encourage the peasant class, which furnishes the most solid soldiers to the Imperial armies.

The nations and business men of the world will have to face after the war a new condition, which we may call socialised buying and socialised selling.

Not long after the commencement of the war the Germans placed a prohibitive tariff upon the import of certain articles of luxury, such as perfumes, etc., their object, of course, being to keep the German people from sending money out of the country and wasting their money on useless expenditures. At the same time a great institution was formed called the Central Einkauf Gesellschaft. This body, formed under Government auspices of men appointed from civil life, is somewhat similar to one of our national defense boards. Every import of raw material into Germany falls into the hands of this central buying company, and if a German desires to buy any raw material for use in his factory he must buy it through this central board.

I have talked with members of this board, and they all unite in the belief that this system will be continued after the war.

One Man to Buy Everything

For instance, if a man in Germany wishes to buy an automobile or a pearl necklace or a case of perfumery, he will be told: "You can buy this if you can buy it in Germany. But if you have to send to America for the automobile, if you have to send to Paris for the pearls or the perfume, you cannot buy them." In this way the gold supply of Germany will be husbanded, and the people will be either prevented from making comparatively useless expenditure or compelled to spend money to benefit home industry.

On the other hand, when a man desires to buy some raw material, for example, copper, cotton, leather, wheat or something of that kind, he will not be allowed to buy abroad on his own hook. The Central Einkauf Gesellschaft will see that all those desiring to buy cotton or copper put in their orders on or before a certain date. When the orders are all in the quantities called for will be added up by this central board and then one man will be in a position, representing the board, to go to America to purchase the 4,000,000 bales of cotton or 200,000,000 pounds of copper.

The German idea is that this one board will be able to force the sellers abroad to compete against each

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express	1st	2nd	3rd	4th	Fast	Local	Fast	Local	Fast	Local	Right	Express	R.S.	STATIONS.	Local	Fast	Local	Fast	Local	Fast	Local	Express	Local	
SHANGHAI NORTH	... dep.	7.35	9.10	9.40	12.45	15.25	16.55	22.00								PEKING	... dep.	8.85	...							
SOOCHOW	... dep.	9.41	11.2	12.20	14.55	18.15	19.15	1.08								TIENTIN	... dep.							
WUSHI	... dep.	10.24	12.24	13.41	15.54	19.37	20.20	2.0								CENTRAL	... dep.							
CHANGHOU	... dep.	11.70	13.22	13.60	15.67	18.15	19.25	3.10								TSINAN	... dep.							
TAI-AN	... dep.	12.15	13.5	14.1	15.48	18.15	19.15	3.0								WUHAN	... dep.							
CHINKIANG	... dep.	12.18	12.52	14.55	17.17	18.21	19.0	...								NANKING	... dep.	7.20	8.06	11.45	14.20	15.35	18.00			
NANKING	... dep.	11.19	14.5	16.26	19.15	19.0	19.0	...								TANYANG	... dep.	9.46	10.19	11.18	12.40	13.18	14.18			
TSINANFU	... dep.	12.15	13.5	14.1	15.48	18.15	19.15	3.0								CHINCHOW	... dep.	8.20	8.50	11.20	12.30	13.20	14.20			
TSINTSIN	... dep.	12.15	13.5	14.1	15.48	18.15	19.15	3.0								WUHAN	... dep.	9.15	10.12	11.20	12.20	13.20	14.20			
CENTRAL	... dep.	17.90	18.40	19.45	20.45	21.15	21.45	22.45								SHANGHAI	... dep.	12.15	10.15	14.30	17.30	18.55	21.00			
PEKING	... dep.	19.00	... dep.								NORTH	... arr.	12.15	10.15	14.30	17.30	18.55	21.00								

R. Restaurant Cars.

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S. Sleeping Cars.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.									
Shanghai North To Nanking—Up (Branch Line) Nanking To Shanghai North—Down									
STATIONS.	Local	Express	1st	2nd	3rd	4th	Fast	Local	Fast
WOOSUNG	6.55	8.15	10.45	12.15	14.40	16.20	18.10	19.55	22.10
KIANGHAN	7.22	8.42	11.12	11.37	13.07	14.64	18.37	20.27	22.37
NORTH	7.30	8.50	11.30	12.45	15.15	16.55	18.45	20.30	22.45

SHANGHAI NORTH TO ZAHKOU—DOWN

MAIN LINE.

ZAHKOU TO SHANGHAI NORTH—UP

other in their eagerness to sell. The one German buyer will know about the lowest price at which the sellers can sell their product. By the buyer standing out alone with this great order the Germans believe that the sellers one by one will fall into his hands and sell their product at a price below that which they could obtain if the individual sellers of America were meeting the individual sellers of Germany in the open market.

With Profit for the Kaiser

When the total amount of the commodity ordered has been purchased it will be divided up among the German buyers who put in their orders with the central company, each order being charged with its proportionate share of the expenses of the commission, and, possibly, with an additional sum for the benefit of the treasury of the empire.

Before the war a German manufacturer took me over his great factory, where 15,000 men and women were employed. He showed me great quantities of articles made from copper, and said: "We buy this copper in America, and we get it a cent and a half a pound less than we should pay for it because our Government permits us to combine for the purpose of buying; but your Government does not allow your people to combine for the purpose of selling. You have got lots of silly people who become envious of the rich and pass laws to prevent combination, which is the logical development of all industry."

The Government handling of exchange during the war was another example of the centralised power of the Government for the benefit of the whole nation.

In the first year of the war when I desired money to spend in Germany I drew a check on my bank in New York in triplicate and sent a clerk with it to the different banks

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, October 20, 1917.

Money And Bullion

Gold Dollars Bank's buying rate	1.09
@ 91 1/2 = Tls. 1.09	
@ 72.8 = Mex. \$1.50	
Mex. Dollars Market rate ...	72.5
Shai Gold Bars: 278 touch Tls. 285	
Bar Silver 449	
Copper Cash per tael 1791	
Buying rate @ 3 1/2 = Tls. 5.27	
exch. @ 72.8 = Mex. \$7.24	
Peking Bar Native Interest	1.08
Latest London Quotations	
Bar Silver 424d	
Bank Rate of Discount ... 5%	
Market rate of discount:	
1 m-s %	
4 m-s %	
6 m-s %	
Exchange on Shanghai, 60 d-s	
Ex. Paris on London ... Fr. 27.41	
Ex. N. Y. on London ... T.T. \$4765	
Consols 1 —	
Exchange Closing Quotations	
London T.T. 3/9 1/2	
London Demand 3/9 1/2	
India (nominal) T.T. 266	
Paris T.T. 523	
Paris Demand 524	
New York T.T. 902	
New York Demand 908	
Hongkong T.T. 693	
Japan T.T. 574	
Batavia T.T. 2103	
Banks Buying Rates	
London 4 m-s. Cds. 3/11	
London 4 m-s. Dcys. 3/11	
London 6 m-s. Cds. 4/	
London 6 m-s. Dcys. 4/	
Paris 4 m-s. 545	
New York 4 m-s. 943	
Customs House Exchange Rates For October	
Hk. Tls. 4.30 @ 4/2	1.5
1 @ 575 = Francs 6.41	
1 No quotation Marks 5.23	
0.91 @ 991 = Gold \$1	
1 @ 514 = Yen 2.16	
1 @ 15 = Rubles 3.49	
1 @ 656 = Roubles 7.31	
1 @ 1.50 = Mex. \$1.50	
Nominal.	
Stock Exchange Transactions	
TODAY'S QUOTATIONS	
Shanghai, October 20, 1917.	
Official	
Two Cotton (pref.) Tls. 35.00	
Kochien Tugs Tls. 36.00	
Shanghai Docks Tls. 73.00	
Anglo Javas Tls. 10.00	
Zhangbees Tls. 5.25	
Unofficial	
H'kong and Shai Banks \$625.00	
Padangs Tls. 13.25	
Sharebrokers' Association Transactions	
BUSINESS DONE	
Shanghai, October 20, 1917.	
Official	
Karans @ Tls. 12.00 cash	
Unofficial	
Langkats @ Tls. 14.00 cash	
Java Consolidated @ Tls. 19.00 cash	
Zhangbees @ Tls. 5.25 cash	
London Rubber Market	
Reuters' Service	
London, October 19.—Today's rubber prices were:	
Plantation First Latex Crepe. Spot: 2s. 8d. paid.	
January to March: 2s. 9 1/2 d. sellers.	
Tendency of Market: dull.	
Last Quotation, London, October 18: Spot: 2s. 8 1/2 d. paid.	
January to March: 2s. 10d. paid.	
Tendency of Market: quiet.	
Piece Goods And Yarn	
The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the centre of the town's life and business.	
Spacious and luxurious dining and reception rooms. Comfortable bedrooms with bath: double, single or en suite.	
First-class cuisine and selected cellar, under foreign supervision.	
Central heating, electric light, modern sanitary arrangements.	
Hotel Motor-Omnibus and porters meet all trains and boats.	
THE MANAGEMENT.	
ASTOR HOUSE HOTEL, TIENTSIN.	
Cable Address: ASTOR.	
The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the centre of the town's life and business.	
Spacious and luxurious dining and reception rooms. Comfortable bedrooms with bath: double, single or en suite.	
First-class cuisine and selected cellar, under foreign supervision.	
Central heating, electric light, modern sanitary arrangements.	
Hotel Motor-Omnibus and porters meet all trains and boats.	
THE MANAGEMENT.	
China Mutual Life Insurance Co., Ltd.	
We issue Policies in Sterling. Take advantage of the exchange.	
Telephone to us, Central 2601, or write to the Head Office, 10 Canton Road, Shanghai.	
BICKERTON'S	
PRIVATE HOTEL	
Established 22 years.	
122 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 50 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.	
The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current rates.	
Press reports regarding affairs in	
British-America Assurance Co.	
The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current rates.	
FRAZAR & CO.	
M. DEMETS, Manager for China	

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1852.

Capital \$21,300,000 Reserve Fund 1,800,000

Shareholders' Liability of Shareholders 1,300,000

Head Office: 12 BISHOPSGATE, LONDON, E. C.

Court of Directors:

Sir Montagu Cornish Turner, Chairman.

Sir Henry S. Cunningham, K.C.I.E.

T. Cuthbertson, Esq.

Sir Alfred Dent, K.C.M.G.

W. H. Neville Goschen, Esq.

The Rt. Hon. Lord George Hamilton, G.C.S.I.

W. Foot Mitchell, Esq.

Lewis Alexander Wallace, Esq.

Bankers:

the Bank of England.

the London City & Midland Bank Limited.

the London County and Westminster Bank Limited.

the National Provincial Bank of England, Limited.

the National Bank of Scotland, Limited.

Agencies and Branches:

Burma: Illovo, Puket

Siam: Bangkok

Java: Karachi, Saigon

Ceylon: Klang, Seremban

Malaya: Kobe, Singapore

Tanton: Kuala Lumpur, Shanghai

Madras: Soreabaya

Colombo: Malacca, Taiping

Delhi: Manila, Medan

Poohong: New York, Burns

Hongkong: Peking, Tientsin

Penang: Yokohama

London Bankers:

London County and Westminster Bank, Ltd.

Shanghai Branch: 12 The Bund.

Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN. Manager.

Russô-Asiatic Bank

Roubles.

Capital (fully-paid) 55,000,000

Reserve Fund 28,900,000

Kgs. Tls.

Capital Contributed by the Chinese Government ... 3,500,000

Reserve Fund 1,750,000

Head Office: PATRHOGRAD.

Paris Office: 9, Rue Boudreau.

London Office: 84, Old Broad St. E.C.

Branches and Agencies:

Siam: Hanoi, Saigon

Ceylon: Hongkong, Shanghai

Malaya: Mengtze, Singapore

Borneo: Noumea, Tientsin

Djedjchery: Peking, Toulou

Laos: Phnom-Penh

Bankers:

London: Messrs. Glyn, Mills, Currie & Co.

Paris: Societe Generale pour le Developpement du Commerce et de l'Industrie en France.

Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN. Manager.

Banque Belge Pour L'Etranger

Filiere de la Societe Generale de Belgique

Societe Anonyme

Paid-up Capital Frs. 80,000,000

Head Office: BRUSSELS.

London Office: 2 Bishopsgate, I.

Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President: JEAN JADOT

Gouverneur: Societe Generale de Belgique.

Bankers:

London: Martin's Bank, Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte des Paris.

New York: National City Bank of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

M. DEMETS, Manager for China

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—

Sterling, \$1,500,000 or 2s. \$15,000,000

Silver 18,500,000

\$25,500,000

Head Office: 12 The Bund.

Reserve Fund \$12,312,500.00

\$18,500,000

\$37,812,500.00

Head Office: PEKING.

Branches and Agencies:

Peking, Tientsin, Newchang,

Mukden, Changchun, Harbin,

Dairen, Tsinan, Tsingtao, Kaifeng,

Hankow, Ichang, Shansi, Wuhu,

Yangchow, Chinkiang, Nanking,

Shanghai, Hangchow, Ningpo, Foo-

chow, Canton, Nanchang, Taiyuan,

etc. etc.

SHANGHAI BRANCH,

3 HANOW ROAD.

Loans granted on approved securities. Local bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum, on

Dollar Current Accounts at 1 per cent per annum, and on Fixed Deposits at

Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agency
Oct 22	12	San Francisco	Pangan	Sia.	E. A. Co.
22	12	San Francisco	Tenyo maru	Imp.	Alexander
Nov 10	12	San Francisco	Venezuela	Am.	P. & S. Co.
12	12	Tacoma & Seattle Wash	Manila maru	Jap.	O. S. K.
19	12	San Francisco	China	Am.	C. M. S. S. Co.

FOR JAPAN PORTS

Date	Time	Destination	Ship's Name	Flag	Agency
Oct 22	5.30	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K.
25	12	Moji, Kobe & Osaka	Kasuga maru	Jap.	N. Y. K.
26	12	Nagasaki, Moji & Kobe	Chikuro maru	Jap.	N. Y. K.
26	12	8.00 Nagasaki	Penza	Bus.	R. V. F.
27	12	Kobe	Kaga maru	Jap.	N. Y. K.
Nov 1	12	Nagasaki & Kobe	Kitami maru	Jap.	N. Y. K.
1	12	Moji, Kobe & Osaka	Kumano maru	Jap.	N. Y. K.
3	12	Nagasaki, Moji & Kobe	Hakata maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

Date	Time	Destination	Ship's Name	Flag	Agency
Oct 22	12	London etc.	Yokohama maru	Jap.	N. Y. K.
Nov 4	12	Liverpool etc.	Hirast maru	Jap.	N. Y. K.
21	12	London etc.	Kaga maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agency
Oct 21	12	Hongkong & Canton	Kwanpee	Chi.	C. M. S. N. Co.
21	12	Swatow & Hongkong	Anhui	Br.	C. & S.
22	4.00	Ningpo	Seip Pekin	Br.	C. & S.
22	4.00	Ninapo	Seip Ningshia	Br.	B. & S.
23	4.00	Hongkong & Canton	Shantung	Chi.	C. M. S. N. Co.
23	4.00	Ningpo	Kiensteen	Br.	C. & S.
24	4.00	Swatow, Hongkong & Canton	Wosang	Br.	C. & S.
25	4.00	Ningpo	Shantung	Br.	B. & S.
26	4.00	Amoy, Hongkong & Canton	Shenkin	Br.	B. & S.
27	4.00	Swatow & Hongkong	Chenan	Br.	B. & S.
30	4.00	Hongkong & Canton			

FOR NORTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agency
Oct 21	4.00	D.L. Tsinfe	Sanyo maru	Jap.	S. M. R.
21	4.00	Chantin, Dainy & Tsinfe	Kiunmin	Chi.	C. M. S. N. Co.
22	4.00	Wainaiwei, Chetoo & T'sin	Kiungsin	Chi.	O. S. K.
23	4.00	Dainy	Sakai maru	Br.	J. M. & Co.
23	4.00	Newchwang	Wenchow	Br.	B. & S.
23	4.00	W. H. W. C'no & T'sin	Tunkchow	Br.	B. & S.
23	4.00	Chetoo & Newchwang	Penang	Chi.	C. M. S. N. Co.
26	4.00	Vladivostock	Kobe maru	Br.	C. & S.
16	8.30	Tsinfe & Dainy	Kiungcho	Br.	B. & S.
27	10.00	Wainaiwei, Chetoo & T'sin			

FOR RIVER PORTS

Date	Time	Destination	Ship's Name	Flag	Agency
Oct 21	4.00	M. N. Hankow etc.	Kiangkwan	Chi.	C. M. S. N. Co.
21	4.00	M. N. do	Loenho	Sr.	J. M. & Co.
22	4.00	M. N. do	Kiangy	Chi.	C. M. S. N. Co.
22	4.00	M. N. do	Talee maru	Jap.	N. Y. K.
23	4.00	M. N. do	Talee	Br.	C. & S.
23	4.00	M. N. do	Luony	Br.	C. & S.
23	4.00	M. N. do	Penyung maru	Br.	C. & S.
23	4.00	M. N. do	Tachimaru	Br.	C. & S.
24	4.00	M. N. do	Kiangyung	Chi.	C. M. S. N. Co.
24	4.00	M. N. do	Neankit	Br.	B. & S.
24	4.00	M. N. do	Kutwo	Br.	M. & Co.
25	4.00	M. N. do	Kianghsia	Jap.	N. Y. K.
25	4.00	M. N. do	Yohansia	Br.	J. M. & Co.
26	4.00	M. N. do	Tuckwo	Br.	B. & S.
26	4.00	M. N. do	Tatung	Br.	B. & S.
26	4.00	M. N. do	Shangyang maru	Jap.	N. Y. K.
27	4.00	M. N. do	Wuchans	Br.	B. & S.

P.M. M.N.—Midnight D.L.—Daylight

Arrivals

Date	From	Ship's Name	Port	Flag	Agency	Arr.
Oct 20	Singpo	Kiangtien	2012 Chi.	C. M. S. N. Co.	K. Y. K.	
20	Japan	Yamashiro maru	2286 Jap.	N. Y. K.	C. N. W.	
20	Hongkong	Shantung	1570 Br.	B. & S.	C. N. W.	
20	Hankow	Hiunmin	1428 Chi.	C. M. S. N. Co.	K. Y. K.	
20	Hankow	Loenho	1520 Br.	J. M. & Co.	SHW.	
20	Japan	Talee maru	1126 Jap.	N. Y. K.	W. S. W.	
		Cheikusen maru	2575 Jap.	N. Y. K.		

Departures

Date	For	Ship's Name	Port	Flag	Agency
Oct 20	Foochow	Hasan	1839 Chi.	C. M. S. N. Co.	K. Y. K.
20	Takao	Kieung maru	963 Jap.	O. S. K.	
20	Japan	Omimaru	3222 Jap.	N. Y. K.	
20	Hankow etc.	Sungkang	1572 Br.	B. & S.	
20	Wenckow, Chefoo & T'sin	Shantung	1082 Br.	B. & S.	
20	Hankow etc.	Kwangchi	814 Chi.	C. M. S. N. Co.	
20	Wenckow etc.	Ninghsao	232 Br.	C. N. S. Co.	
20	do	Suyang maru	897 Jap.	N. Y. K.	
20	London etc.	Shidzoku maru	898 Jap.	N. Y. K.	
20	Manila & Hongkong	Venezuela	8016 Am.	P. M. S. Co.	
20	Ningpo	Kiangtien	2012 Chi.	C. M. S. N. Co.	

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting, Capt. Wavell, will leave from the French Bund on Tuesday, October 22, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Suwo, tons 2,868 Captain Sellas, will leave on Tuesday, October 23, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 246.

HANKOW & PORTS.—The Str. Kiangtien, Captain C. B. Conley, will be despatched from pouting N.K.K. wharf on Monday, Oct. 22, at about 12 o'clock midnight. For Freight and Passage apply to The Nissin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Str. Kiangtien, Captain C. B. Conley, will leave on Sunday, night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW & PORTS.—The Co.'s Str. Suyang maru, Capt. A. E. Inwood, will be despatched from C. M. Central wharf on Sunday, Oct. 21, at about 12 o'clock midnight. For Freight and Passage apply to The Nissin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Str. Kiangtien, Captain C. B. Conley, will leave on Sunday, night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW & PORTS.—The Co.'s Str. Fengyang, Maru Capt. Y. Tanida, will be despatched from N.Y.K. Mail wharf on Tuesday, October 23, at about 12 o'clock midnight. For Freight and Passage apply to The Nissin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

For Southern Ports

HONGKONG and CANTON.—The Str. Kwangtze, Capt. A. S. Gangster, will leave on Sunday, morning.

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to alteration.)EUROPEAN LINE
For London or Liverpool via ports
(For Liverpool)
Tons
*HIRANO MARU 16,000
KAGA MARU 12,500
YOKOHAMA MARU 12,500
FOR HONGKONG
TOKIWA MARU 18,500 Capt. K. OguraAMERICAN LINE
Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.TOKIWA MARU 15,000 Capt. K. Ogura, Dec. 14
CHONGMING-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)YAMASHIRO MARU 7,000 Capt. K. Suzuki, Oct. 23
CHIKUGO MARU 5,500 Capt. Y. Yui, Oct. 26
HOKUAI MARU 5,000 Capt. K. Takano, Nov. 3
OMI MARU 7,000 Capt. M. Machida, Nov. 6

CHONGMING, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU 7,000 Capt. K. Yagiu, Oct. 25
KUMANO MARU 9,500 Capt. S. Saito, Nov. 1KOBE TO SEATTLE
KATORI MARU 19,000 Capt. B. Kon, Nov. 12FOR JAPAN
KAGA MARU 12,500 Oct. 27
KATORI MARU 19,000 Capt. B. Kon, Nov. 1AUSTRALIAN LINE
Regular Four-Weekly Service between Japan ports and Australia
(calling at Hongkong and Manila.)AKI MARU 12,500 Nov. 13, 1917
TANGO MARU 14,000 Dec. 18
NIKKO MARU 10,000 Jan. 15, 1918CALCUTTA LINE
Regular Fortnightly Service between Yokohama and Calcutta
(calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yuseen, Shanghai. Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000 - Midnight, 1330 - 130 p.m.

July 1st, 1917, and until further notice

Local	Mail	Late	Miles	Peking-Mukden Line		Late	Mail	Mail
				1.	2.			
101	3.	1.	0	dep. Peking	arr. 2200	1940	1020	
208	300	300	0	arr. Tientsin-Central	1944	1700	78	
234	1113	625	84	dep. Tientsin-Central	1939	1658	712	
236	1117	640	84	arr. Tientsin-East	1939	1645	706	
000	1148	620	524	dep. Mukden	1939	1645	706	
190	580	230	524		240			
TIENTSIN-PUKOW LINE				Mail	Local			
7.	1	-	220	1.	8.			
800	2081	-	-	dep. Tientsin	arr. 756	1612		
1039	2221	-	268	dep. Tientsin	arr. 756	1612		
1300	021	-	318	arr. Yanchow	dep. 340	1311		
1318	041	-	318	dep. Yanchow	arr. 329	1256		
1588	311	-	877	dep. Lucheng	arr. 104	1028		
1818	441	-	-	arr. Hanchow	dep. 800	840		
8.	1	-	420		2.			
600	447	-	-	dep. Hanchow	arr. 756	1612		
1158	533	-	523	arr. Fungtsu	dep. 1938	1448		
1208	540	-	523	dep. Fungtsu	arr. 1948	1432		
1687	1118	-	600	dep. Chuchow	arr. 1645	933		
1842	1303	-	681	arr. Pukow	dep. 1530	738		
Shanghai-Nanking Line				Express	Express			
16.	10.	-	-	1.	15.			
B. S.	B. S.	-	-	B. S.	B. S.			
1400	1400	-	0	dep. Nanking-Ferry	arr. 1430			
2500	1400	-	-	dep. Nanking	arr. 1435	550		
700	2100	-	193	arr. Shanghai-North	dep. 755	2000		
Tientsin-Tsingtao Branch Line				Express	Express			
200	1300	2100	2000	820	220	2000	820	1410
200	1400	2200	2100	820	2100	1900	820	1300
Tientsin-Tsingtao Branch Line				820	1110	1800	820	1410
200	1300	2100	2000	820	1210	1900	820	1300
Tientsin-Tsingtao Branch Line				820	1300	1900	820	1300

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

500 - train runs on Thursday only. 230 - train runs on Fridays only.

300 - on trains marked thus passengers must hold additional place tickets.

B - train has buffet car with regular meal service

5 - train has sleep. accom. 1st & 2nd class. 8 - train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsianfu, Hsichowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday.

Turks Barely

Saved Dardanelles

(Continued From Page 6)

Queen Elizabeth managed to get to Maita under her own steam, and the Gaulois, German flyers asserted at the time, sank in Mudros Bay. This has been denied since; be this as it may, she limped out of the Bay of Erenkol with a very heavy list, as the writer saw.

The result of the action of March 18 was for the Allies somewhat of a surprise, it seemed. With the Bouvet, Irresistible, and Ocean sunk, the Queen Elizabeth, Gaulois, Inflexible, and two other line ships temporarily out of action, the day had cost enough, aside from about 4,000 rounds of heavy ammunition and the resulting wear and tear on the main batteries.

But the Allies still had available for another attack seventeen ships of the line of various predreadnought types, eleven of these had participated in the attack on the Outer Dardanelles. Six others lay near the Island of Tenedos, in addition, the allied fleet had fourteen cruisers of various types and sixteen destroyers and torpedo boats, counting only vessels of these classes which were visible from my post of observation. There is no doubt that a number of other vessels were available for a second general attack, among them the Russian cruiser Askold, with its highly modern longrange main battery.

The Chinese Constable explained to the Court that he had picked up Waung Dsung-ching and Sung Kyu-hung on Nanking Road the night before, having watched them loitering about for nearly an hour and having observed Waung slip his hand into an old man's pocket.

When it came time for him to speak, Waung said he was sick. The weather had wrecked him. He was a very sick man, he assured everybody. He was so sick that he couldn't hear the words that the Magistrate was saying to him. Which was probably just as well, for the Magistrate happened to be reminding Waung of his five previous convictions in that Court. If Waung's hearing had been in good working order and he had caught the full significance of the Magistrate's words it would probably have been a hurry case for the Municipal ambulance and the infirmary.

Sung said he was feeling pretty poorly too. The weather again. His eyes were bad. It was a dangerous thing for a man with eyes as bad as he were to move with any degree of briskness on the Ta Ma Loo. So he was just proclamating along gradually and sitting down now and then, when he was arrested. Yes, sir, his eyes were in a pretty critical state. If Waung's eyes were as bad as his were, the changes were that Waung had thought he was putting his hand into his own pocket instead of the old man's.

The Court considered briefly whether it should call in an eye and ear specialist to aid in transmitting the sentence, and then decided it might not be necessary. It wasn't. Waung and Sung got the full import of the decree of one year and expulsion and three months and ditto respectively, on the first delivery.

Why Pay A Haberdasher?

A lot of mysterious things are happening nowadays. So don't be surprised if, while out walking some afternoon, you suddenly and yourself wearing a furled overcoat and top boots and a Gainsborough hat, or any other article of alien apparel that you didn't start out with. Something of the sort happened to Lien Tien-ling.

The embarrassing part of the incident, so far as Lien was concerned, was that Pien Hung-zang recognised the raincoat Lien was wearing as one of his garments and the identification landed Lien in the Mixed Court.

The prisoner registered bewilderment. He was only walking along looking for friend. The only explanation of the coat he could give was a shroud of the shoulders. A witness appeared to state that he had seen the accused enter Pien's domicile and take the coat, which seemed to imply that Lien was a sennambulist, or something. Any way, the court decided that such miracles as Lien described were a bad thing for the moral equilibrium of the Settlement, so he was consigned to the Bastile for a month and told that any such mysterious stunts must happen to him outside Shanghai in future.

The Casual Touch

Hearing a noise at the door in the early morning, Yui Dzung-kuang came down to investigate. He saw Ling Dzang-fah running away and shouted to a policeman who captured the fugitive.

Ling denied that he was trying to open the door. He had no key, he submitted in evidence. He had only come around to borrow enough money to return to his native province and when the householder had come to the door and shouted he had become frightened and ran away. Ling was given six months and advised to go to his native province at the end of that time.

GOURKO IN LONDON

(Reuter's Agency War Service)

London, October 19.—The Daily Express states that General Gourko has arrived in London. In an interview, he said that he was released, after being imprisoned for one month in the Fortress of Peter and Paul, as there was no evidence that he was ill-disposed to the Republic. He boarded a steamer at Archangel.

He hoped for permission to visit the western front and said that Russia regarded the British army as the miracle of the war. He intends to remain in England till matters in Russia are more settled.

fact that weather conditions were most favorable. On April 25 the fleet, in conjunction with the landing of the first expeditionary forces of the Allies, undertook a half-hearted bombardment of the Outer Dardanelles, but by that time every scrap and traverse had been overlaid with an additional ten feet of sand, and the howitzers on the Anatolian and Gallipoli hills had been reinforced by some suitable flat-trajectory guns from the fortifications on the Asiatic side.

Adriatic. The mine field had also been extended considerably, but the shortage in "blueheads" continued until a route over the Balkans had been opened by the defeat of the Servian Army in the Fall of 1915. The question now was, How could the allied fleet gain its objective, Constantinople, by returning to the attack on March 19, or, possibly, a few days later?

That the supply of ammunition in the principal Turkish emplacements has been shown. It is not likely that the last of the "blueheads" would have been spent before parts of the allied fleet had come within dead-sure range. A few of the projectiles would have been reserved for the last minute. The hits then secured by the Turk and Germans provided the allied commanders with a preliminary plan of action. The mine field in the strait was about 350 mines, distributed across the strait from Sari Sigir Bay to a line drawn from about the middle of the town of Tschank Kale to Kildi-Bahr. To clear a channel in the fairway of the strait would have necessitated the lifting of some seventy to eighty mines, a very small task for the huge fleet of mine sweepers which attended the armada. Before the British naval mission quit its post in Constantinople it had seen to it that the torpedo boats had been made useless, and in March these had not yet been repaired or, at least, were still working imperfectly. Besides, members of the mission had made most of the torpedoes harmless. As that this means of defense was no longer an obstacle worth taking into account.

The mine field in the Outer Dardanelles consisted of about 350 mines at that time, distributed across the strait from Sari Sigir Bay to a line drawn from about the middle of the town of Tschank Kale to Kildi-Bahr. To clear a channel in the fairway of the strait would have necessitated the lifting of some seventy to eighty mines, a very small task for the huge fleet of mine sweepers which attended the armada. Before the British naval mission quit its post in Constantinople it had seen to it that the torpedo boats had been made useless, and in March these had not yet been repaired or, at least, were still working imperfectly. Besides, members of the mission had made most of the torpedoes harmless. As that this means of defense was no longer an obstacle worth taking into account.

Much has been said about the defenses of the Central Dardanelles. The most important of these were the battery of Anadolou Mejidieh and a new emplacement at its side, the guns for which had been taken from two Central Dardanelles batteries south of Maidos. Anadolou Mejidieh and the new work could easily have been reduced from Sari Sigir Bay, while the channel was being cleared of mines, and, if the morale of the Turks had remained good, fighting at very close range, across the Bay of Maidos, would have ensued. But the works around Riala Bay, though numerous enough, were chiefly remarkable for the antiquity of their armament.

There were no mines in the Central Dardanelles, nor had any howitzers been posted for its defense. A day's work, at the most, would have made them safe enough for the allied fleet.

The Inner Dardanelles, the north branch of the strait, is defended by four antiquated works. Two of them lie immediately north of Cape Nagara, two others south of Lapsaki, one on each side of the strait. Their fighting faces point north, since they were intended to defend the strait against an enemy coming from the Sea of Marmara, or attack in the rear one who had broken through from the south. Their location makes it impossible to fire on a ship coming from the Central Dardanelles before having themselves been subjected to a flank attack.

Business and Official Notices

SHANGHAI GOLF CLUB

NOTICE is hereby given that in accordance with Article XI of the Rules and Constitution, the Annual General Meeting of Members will be held in the Shanghai Pavilion on Thursday, 25th October, at 5.30 p.m.

Members desirous of serving on the General or Balloting Committees should send their names to the Secretary, not later than noon on Monday, 22nd instant.

By Order of the Committee,
H. H. FOWLER,
Secretary.

Central Building

FORMERLY
OLIVIER BUILDING
18 NANKING ROAD
furnished rooms, with bathroom (h & c water), electric light and attendance.

15575

Think Beyond Your Job

"There is not a man in power at the Bethlehem Steel Works today," says President Charles M. Schwab, "who did not begin at the bottom and work his way up."

Charles E. Lehr was one of the many thousands of employees. He *out-thought* his job. He enrolled for an I.C.S. Course and studied in spare time. Today he is Chief Engineer of Construction of the largest munitions manufacturing plant in the world.

With the skillful assistance of the I.C.S. you can in your own home in the same time receive the kind of training that *inures* definite, progressive advancement in salary and position.

In the list below make a mark (X) before the training YOU want.

Salarieship **Engineering**
- Advertising - Civil
- Cash Goods Mfr. - Civil
- Chemical - Electrical
- Agriculture - Chemical
- Architecture - Mechanical
- Telegraphs - Marine
- Drawing - Mining
- Surveying - Motor
- Accounting - Naval
- Manufacturing - Petroleum
- Good Roads - Concrete

Learn to speak correctly—English, French, Spanish, Italian, German, by the I.C.S. special *phonograph* method.

THE INTERNATIONAL CORRESPONDENCE SCHOOLS
offer
282 Courses of Thorough Practical
Salary-Raising Training

Tear out this notice. Write your address on the margin. Also write the name of the course you if is not in the above list. You will promptly receive catalog and full information. Address

Office No. 15
China Agency I.C.S.
11c NANKING ROAD
SHANGHAI.

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table. May be used as first class cooking.

"I.X.L." TASMANIAN JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar. Large assortment to select from.

TO BE OBTAINED OF ALL STOREKEEPERS.

Tinned Butter

"ROSE" BRAND

and
"BUTTERCUP" BRAND

Fnest Australian

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

TO TEACHERS

For details of Art Prize Competition for Middle and Primary Schools see the Educational Director of China, 1917, price \$3, on sale at Ed. Evans & Sons, The Mission Book Co., Commercial Press, Kelly & Walsh. \$90 in prizes can be won.

15578

PLEASE NOTE !!!

Monday, Tuesday
and
Wednesday
are

The last 3 days
of

Hill's Bazaar

where you have the opportunity to purchase

New Winter Outfitting Goods at less than Market Prices

HILL'S BAZAAR

119 Szechuen Road.

NOTICE

The undersigned has today taken charge of the Eden Dispensary. All communications concerning same please address.

DR. JAMES YUKING,
1129 Bubbling Well Rd.
October 8th, 1917. 15557.23.

The Cheng Rubber Estates, Limited

NOTICE is hereby given that the Seventh Annual General Meeting of Shareholders of the above Company will be held at the Head Office, 71 Szechuen Road, Shanghai, on Wednesday, the 31st day of October, 1917, at 4.30 p.m., for presentation of the Report of the Directors and Accounts to the 20th June, 1917, and the transaction of the ordinary business of the Company.

The Transfer Books of the Company will be closed from Friday, the 26th, to Wednesday, the 31st October, 1917, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers.
Shanghai, 20th October, 1917. 15550

NOTICE

NOTICE is hereby given that we have today handed over the Agencies of the Royal Mail Steam Packet Company and "Shire" Line to the "Glen" Line Eastern Agencies, Ltd.

JARDINE, MATHESON & CO., LIMITED.
17th October, 1917.

NOTICE

"GLEN" LINE, LTD.,
Royal Mail Steam Packet Co.,
"SHIRE" LINE,

Royal Insurance Company.

NOTICE is hereby given that we have been appointed Agents for the above mentioned Companies.

"GLEN" Line Eastern Agencies, Ltd.
H. M. TIBBEY,

General Manager for China & Japan. 5 Canton Road, Shanghai, 17th October, 1917. 15549

RING UP 3809

for a comfortable 5-passenger car

PER HOUR \$4.00 PER HOUR

CENTRAL GARAGE CO., LTD.

(IN LIQUIDATION)

2a Jinkee Road.

THE CHINA PRESS, SUNDAY, OCTOBER 21, 1917

Business and Official Notices

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

SATISFIED CUSTOMERS

ARE NEVER SATISFIED

THEY ALWAYS RETURN TO

GRIFFITH'S STORES

FOR MORE OF CLUFF'S

DELICIOUS

"BLUE RIBBON"

TINNED FRUITS

TELEPHONE WEST 641 FOR A TRIAL ORDER

Golden Gem
Portable Adding Machine
The OFFICE APPLIANCE CO.
4 CANTON ROAD, SHANGHAI.

ADDING AND LISTING MACHINES

FROM \$10 U.S.C. UPWARDS

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The Grange Dairy Farm

454 Siccawel Road

Deliver absolutely pure MILK & CREAM Twice Daily

Guaranteed Unadulterated: Telephone West 9423. 15496

Trade with us and save money.

We have solved the problem of economic living by selling foodstuffs in bu'k, eliminating expensive packing.

Our freshly arrived assortment

OF

Butter, Cheese, Salad Oil, Vinegar, Coffee, Cocoa, Honey, Nuts, Jams, Cereals, Herrings, Salmon, Olives, Sausages and Pickles

is unequalled in quality and price.

We also carry a stock of selected wines and liquors, at reasonable prices.

It will pay you to visit our store at
12 Nanking Road, or at 768 Broadway.

I. SHAININ & CO.

Telephone orders to 18-9.

HSIN SHUN PAO, LIMITED

Notice is hereby given that Mr. Shih Tsze-pei has been appointed Managing-Director of the above Company.

By order of the Board.

E. C. PEARCE,
Chairman.

15565

NOTICE

NOTICE is hereby given that from the 21st day of October, 1917, my business connections with the Burlington Hotel, Shanghai, and its proprietor, Mr. Liu Men Tzor, cease.

HUGO REISS.

15567

MEDICAL

MADAME MIZKIEWITZ. Acoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

15467

APARTMENTS WANTED

WANTED, bedroom, with board, in quiet, private, Allied house or family. Moderate terms. Apply to Box 264, THE CHINA PRESS.

15554 O.21.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

15553 O.21.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must
be Prepaid

Replies must be
called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms Front and back, with bathrooms and verandahs to let. Moderate prices. Good table.

Tel. 8482

Nos. 8 & 11 Quinsan Gardens

Phone 1945

In No. 11, facing park, a large bedroom with closed verandah and sitting room combined. Bathroom attached. Suitable for small family

Oriental House

31 Boone Road

One large room and one large attic room, well-furnished, bathroom and verandah, moderate prices. Table under the personal supervision of the American proprietress.

15568

CENTRAL. Vacant, comfortably furnished south room, bathroom, geyser and shower attached. Quiet and convenient. Moderate terms. Apply Box 275, THE CHINA PRESS.

15571 O.21.

SITUATIONS WANTED

EXPERIENCED lady stenotypist (British) requires secretarial position. Good home education.

Apply to Box 266, THE CHINA PRESS.

15556 O.21.

RUSSIA: Young neutral, with knowledge of export and import business, and knowing the English, Russian, German and Scandinavian languages, seeks employment with firm having future prospects in Russia. Apply to Box 262, THE CHINA PRESS.

15547 O.18.21.

SITUATION VACANT

WANTED, by an established American law firm, a competent interpreter. Apply to Box 268, THE CHINA PRESS.

15561 O.21.

WANTED immediately, silk inspector, native or foreign, specially for pongees. Good salary to competent man. Apply to Box 269, THE CHINA PRESS.

15562 O.21.

WANTED, by American family, young lady to assist in care of two children. Apply to Box 250, THE CHINA PRESS.

15514

MISCELLANEOUS

WANTED to rent, a 7, 8, 9 or 10

H.P., 3 Phase, 110 volt, 50-cycle

electric motor. Must have at once.

PHOTO BY
CAMPBELL
STUDIOS, N.Y.



Miss Dorothy Kiewer in the Midst of One of the Setting-Up Exercises Which Dr. Hutchinson Recommends as an Important Means to the Attainment of a Graceful and Efficient Posture.

By Dr. Woods Hutchinson,
The World's Foremost Physician-Author.

In spite of much sage advice to the contrary, we still judge heavily by appearances. He—and particularly she—who looks well, does well, is our working formula, whether we would openly admit it or not.

And there is a certain amount of truth in this widespread private conviction.

What we term a handsome face has usually eyes clear, bright and so shaped and placed as to see well; both as telescopes and microscopes; a nose straight and well expanded, so as to make good breathing funnel; teeth white, regular and well set for both tearing and grinding; a jaw to match the teeth, and a mouth as well shaped and closed as the nostrils are opened.

We must frankly and regretfully admit that the converse is not quite equally true; namely, be healthy and you will be beautiful. On the contrary, there are luckless individuals who are fairly bursting with rude health, and yet whose "maps" are unbeautiful enough to arrest the proverbial time-piece. But they are the exception, and are usually suffering from the hygienic sins or poor eugenic judgment of their ancestors.

Nowhere is the connection between handsomeness and health, between grace and efficiency, more close and constant than in bodily posture or carriage. It is the very first thing that we think of and that our eye unconsciously looks for.

If a man is well set up, holds himself erect and moves briskly and smartly, we form a favorable opinion of him at once, whether as a friend, partner or employee.

A very large share of the old-fashioned military drill and training was devoted to training a man to carry himself well, to keep his shoulders back, his chest out, his stomach in, and assume a "soldierly" appearance.

Even our customary greetings reflect this idea. The graceful and expressive French tongue substitutes for our vague and commonplace "how do you do?" the phrase "How do you carry yourself?" The famous "Comment vous portez vous?" of our high school or "French in Six Weeks" days. And when you wish to express that a man is in good health and prosperous you say, "Il se porte bien"—He carries himself well.

As a man squreth with his shoulders, so is he, runs the revised version.

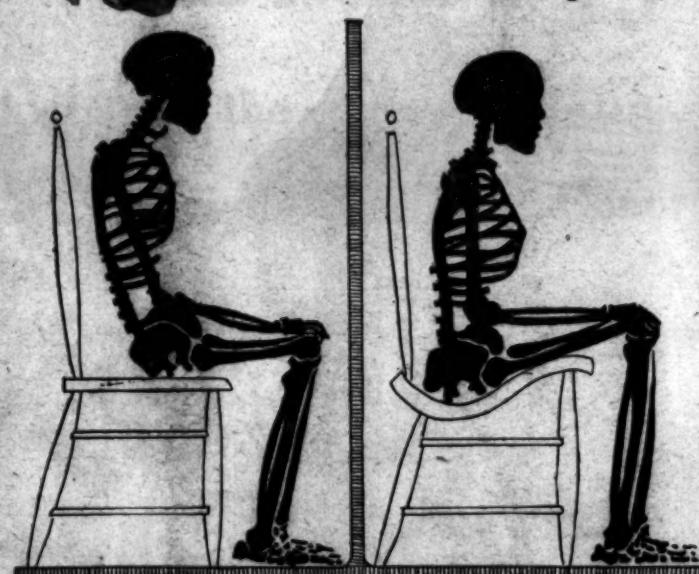
But when it comes to securing this good carriage, whether in boys and girls, in men or women, it sometimes happens that to aim directly for it is not the best or even the quickest way of gaining it. In our earlier attempts at physical training, whether as

Perfect Posture and Feet as Aids to Success

Dr. Woods Hutchinson
Explains How the Way
You Stand and Sit
Affects Both Health
and Prosperity



This Type of Shoe Gives the Foot Plenty of Freedom and Runs No Risk of Crippling It for Life.



On the Left, a Chair, by Injuring Your Sacro-Iliac Joints, Makes Perfect Posture Impossible. And on the Right, the Style of Chair Which Science Declares to Be of Only the Most Healthful but also Most Beautiful.

family pocketbook, the reversal idea of pretty pedal extremities.

Another cause of bad sitting position and fidgetiness in children was the shape of the seats and chairs they were obtained to; which, when compared with the actual proportions of the human body, were found to be absurdly ill-fitting and unsuitable.

Finally, they found that while properly fitting clothing, particularly coats and jackets could not pull forcibly the shoulders back into good position, badly fitting coats too tight across the chest and too loose in the back could do much to prevent their settling back into the normal and healthful squareness.

And beside posture there are the feet.

Of course we have long known that no other animal in captivity is treated so cruelly as our own feet. Instead of allowing them to run wild and wide and free, striking the bosom of mother earth with a firm, tireless, elastic beat, "which eats up the long miles like fire," we jam them into leather boxes, whittled to a point in front, cramped on the sides, jacked up absurdly behind from one to three inches, to give an arched and elegant appearance. Our chief aim and ambition apparently being to conceal the fact that they are feet.

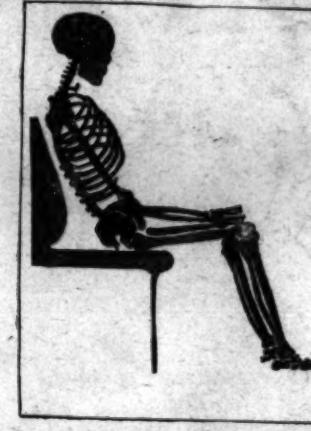
As a great concession to the feelings of the feet themselves we have straightened the inner border of our shoe-coffins a little, loosened them slightly across the tread, and lowered them at the heel. Yet we wonder why our ungrateful feet are still dissatisfied.

The American Posture League made careful measurements of several thousand feet, both civilized and savage, shod and barefoot, with the interesting result of finding that after their length, breadth and curvature of inner and outer borders had been taken, there was another marked difference in the feet, and that was in the direction of their balance.

Taking the part of the foot which is most nearly fixed—that is, the heel, or hind third—and drawing a line exactly through the middle of this, and then extending forward through the toes, it was found that this divided feet into three types—one in which the greater part of the foot lay inside of this line, and which were called in-flared feet; those in which most of the foot lay outside of this line, or out-flared feet, and those which were equally balanced, on each side of the line, or straight feet.

About 15 per cent of all feet were found to be in-flared, 55 per cent out-flared, and only 30 per cent, or less than one-third, straight. Yet such was our passion for symmetry and undeviating straightness of feet, if not of conduct, that all our stock shoes have been built for straight feet.

The League is taking the matter up with intelligent shoe manufacturers, and sets of lasts are being prepared to suit feet as to "balance" as well as mere length and width. The relief afforded, particularly to out-flared



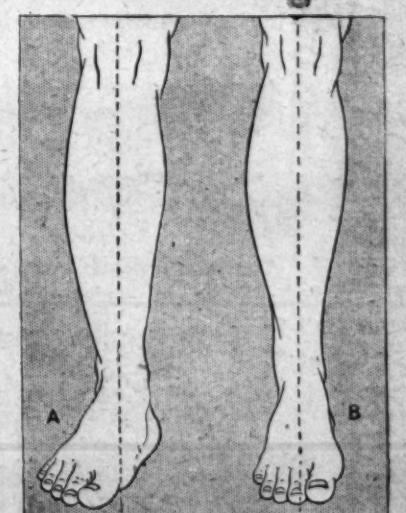
Even in an Unscientifically Constructed Chair It Is Possible to Assume a Correct Sitting Position (as Shown on the Right) Instead of the Incorrect and Very Harmful One Shown on the Left.



The Jutting Arch of the Human Foot. Its True Height Is Measured by the Perpendicular Line (AS) Drawn from the Floor (BAB) to the Scaphoid Tubercle (S). In the Deformities Known as Flat Feet and Fallen Arches the Length of This Line Is Greatly Lessened.



The Tight Fitting, Toe Binding Slipper of Fashion That By Pressure Against the Base of the Instep Causes Blood Congestion of the Entire Leg and Produces a Semi-Lameness



Flat Foot Is Due to the Leg's Being Rotated So That a Straight Line Drawn from the Middle of the Knee Cap Down the Crest of the Shin Bone Meets the Foot on the Great Toe or Inside It (A) Instead of on the Second or Between the Second and Third Toes, as It Does in the Normal Person (B).

**Nobility Gowns
for
Afternoon**

**By Lady
Duff-Gordon**

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion. Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Broad Border of Fur at the Hem of This Robe Is One of the Notes That Hints at a Season of Elaborate Dressing

**By Lady Duff-Gordon
("LUCILE")**

GOWNS have human qualities. There are gowns that bespeak frivolity. Others denote dignity. Some there are that with every rustle reveal coquetry. To-day I am showing you a group of dresses that I term nobility gowns. Do you not think that they are eloquent of fine, noble purpose? If, as I believe, the gown reacts upon the wearer, the woman who wears one of these costumes should reach an exalted spiritual height of mood.

Several characteristics these afternoon robes possess in common. A glance at them discloses that they are all one-piece dresses. A third characteristic is that the gowns are fashioned of what may be termed stable material.

The tallest of the figures is attired in a gown of velvet, gracefully draped somewhat above the waist line and falling in full, rich folds at the side and back. In blouse-like effect, very loosely, is draped the velvet brocade that forms the sleeves and short but pointed waist portion of the gown. The long, voluminous sleeves fall loosely over the hand. A collar of dark, contrasting velvet simply finishes the garment, and is carried down to a graduated point at the waist line in front.

The second gown combines three fabrics—satin, velvet brocade and fur—into a truly noble gown. The wide sealkin band that is used as a border at the hem of the gown gives an effect of exceeding richness to the costume.

Velvet and silk, heavily worked-out with a design of metallic embroidery, are the fabrics with which the third and simplest of the nobility gowns is built.

A One-Piece Gown of Simple Lines, but Sumptuous Material, That Indicates the Trend of Taste for Autumn Robes

This Arrangement of the Embroidered Silk, in Combination With Velvet, Lends the Nobility of the Long Line



American Liberty Loan

The Subscription List of the Liberty Loans of 1917
will be a National Roll of Honor

Liberty Bonds are better than cash.

They earn 4% interest per annum.

They can be sold at any time and can be paid for in instalments. You can always borrow money on them.



When you buy Liberty Bonds you are not parting with your money. Your investment simply represents money loaned to your country, and it is paying you for it.

*They will help to shorten the war. They will also help to establish
"LIBERTY THROUGHOUT THE WORLD"*

AMERICA is at war and the Government needs money with which to carry on the war to a successful conclusion.

This money is used for manifold purposes: For payments to the gallant soldiers and sailors; for building war ships; buying guns, ammunition, clothing, medicines, ambulances, food; and last, but not least, to assist in financing some of the Allies.

This money can only be secured by selling bonds, and the American community in Shanghai now have the opportunity of assisting their Government materially by purchasing the bonds which are now being issued.

These bonds bear 4% interest per annum, and arrangements have been made with the International Banking Corporation by which subscribers can purchase their bonds outright, or, should they so elect, on the partial payment plan.

On the partial payment plan a subscriber can pay not less than 20% cash and the balance within 6 months, and for the first ninety days after your subscription the bank will charge interest at the rate of 4% per annum, renewal according to conditions then ruling.

This partial payment plan puts it in the reach of every American in China to subscribe to some of these bonds.

This issue must be fully subscribed before November 1, and due to the delay in cables, all China subscriptions should be in the hands of the International Banking Corporation by October 25.

We all know the difficulties which have been experienced in doing business in China since this World War started, and which have been growing more acute as the war has gone on.

Prosperity and normal conditions will not return to China until we and the Allies are victorious, and to be victorious the governments of the respective nations battling with the enemy must have money with which to fight to a successful conclusion.

Now, let us see what you get for your money:

You get United States Government Bond, a first mortgage on the whole United States—paying you steady interest at 4% per annum.

No investment you have today can compare in safety with these Liberty Loan Bonds.

If you have no cash but have investments, it is best for

you to go to your bank and borrow on your investments and put the proceeds in Liberty Bonds.

While it is true that these bonds only bear 4% interest, by a little calculation you will very readily see that when exchange returns to its normal condition you will have an investment of between 6 and 7%.

It is your duty, it should be and must be your pride and privilege to assist in this work.

Subscribe yourself to these bonds, get your friends to subscribe, talk about it, give it publicity, and let our friends at home—who are making infinitely more sacrifices than we out here realise—see that in these hours of travail we are not forgetting our country.

All you have to do is to go to the International Banking Corporation, arrange your exchange and subscribe for such bonds as your circumstances permit.

Subscriptions to this loan will be most welcome not only from Americans but from the nationals of our European and Asiatic Allies in this war.

Any member of the Committee will gladly render any assistance or give any further information desired, on request.

Hon. Thos. Sammons

Hon. Chairman

W. S. Fleming

Chairman

Paul McRae: Dr. W. H. Lacy: Calvin N. Caldwell
J. H. Ruffin: R. H. Gaither, Secretary
Committee



Automobiles

SHANGHAI, SUNDAY, OCTOBER 21, 1917

U.S. ENGINEERS PERFECT BEST AEROPLANE MOTOR

Designer Of Packard Engine
And Associate Locked In Room
Till Design Is Completed

Washington, D. C., September 12.—Perfection of the "Liberty motor," the engine relied upon to drive American aeroplanes in their efforts to achieve supremacy of the air and open the way to Berlin, was announced by Secretary of War Baker today.

The secretary gave a dramatic recital of the process of evolving the vital mechanism, which began when two celebrated engineers who had never seen each other, locked themselves in a suite of rooms in a Washington hotel for five days while they designed a motor with speed, power, and lightness sufficient to make possible America's vast aviation program.

The two engineers were Jesse G. Vincent of Detroit and E. J. Hall of San Francisco. Vincent, who is a graduate of the International Correspondence Schools, is also the designer of the Packard Twin six.

The motor, Secretary Baker announced, has been given its final tests and approved. It is now up to the manufacturers to construct and assemble the standardised parts and turn out the 50,000 engines and the 22,000 planes for which Congress made an initial appropriation of \$600,000,000. The aim of the government is to have several thousand completed aeroplanes manned by American fliers, ready for action on the western front when the 1918 campaign opens next spring.

To further the construction program, the Senate today passed the house bill legalising the aircraft production board under which the manufacture of the planes and motors will be carried out in scores of factories.

Secretary Baker, in a statement today said:

"I regard the invention and rapid development of this engine as one of the really big accomplishments of the United States since its entry in the war. The engine was brought about through the co-operation of more than a score of engineers, who pooled their skill and trade secrets in the war emergency, working with the encouragement of the aircraft production board, the war department and the Bureau of Standards."

"The story of the production of this engine is a remarkable one. Probably the war has produced no greater single achievement."

"Two of the best engineers in the country, who had never before seen each other, were brought together at Washington and the problem of producing an all-American engine at the earliest possible moment was present to them. Their first conference, on June 3, lasted from afternoon until 2.30 o'clock in the morning."

"These two engineers were figuratively locked in a room in a Washington hotel and charged with the development of an airplane motor for use by American aviators over the battlefields of Europe. For five days neither man left the suite of rooms engaged for them. Consulting engineers and draftsmen from various sections of the country were brought to Washington to assist them. The work in the drafting room proceeded continuously, day and night. Each of the two engineers in immediate charge of motor development alternately worked a twenty-four hour shift."

The great problem that confronted Government experts was one concerning motors. French and British motors, though light and speedy, were outclassed by those of German manufacture. It was up to this country to produce a motor superior

MEETING WINTER NEEDS OF ALL MOTORING CLASSES

The Thirty-first Of A Series Of Articles By An Expert
For The Automobile Owner

By Walter Shields

The coming of autumn inevitably produces a division of the ranks of American motorists into three distinct classes. First there is the hardy soul who defies the snow and sleet and cold and drives all winter long. Then there is the "trimmer" who keeps his car in commission and motors at intervals, and finally there is the timid owner who foregoes motoring during the inclement weather and puts his car up until spring sunshine again calls him forth into the highways. Now each of these separate classes has certain jobs thrust on him at this time in connection with the next few months of his car's existence and we shall endeavor to indicate briefly what each should do in preparation for the future.

The car that is to be driven all winter must have certain attentions given it now if it is to stand up under the strenuous work ahead. For instance the lubrication system will need going over and all points into which water may work its way should be carefully sealed. The rear axle housing, the transmission housing and similar reservoirs for lubricant should be drained and after being flushed out with kerosene should be refilled with oil of a slightly lighter body than that used during the summer. Many car owners find that a medium grade of cylinder oil or a special winter gear oil makes the best lubricant for these parts during cold weather. Parts of the mechanism like the steering connections, the universals, &c., which are in exposed locations, ought to be thoroughly cleaned, well lubricated and then have some kind of a waterproof cover placed over them.

After the storms of autumn once set in and all through the winter the tires will need careful watching and attention. Large tread cuts are likely to develop at any time, and these should be plugged at once and vulcanised at the end of the day's run.

Remember that the battery requires different handling in winter than in summer. For instance, if the gravity of the electrolyte is permitted to get too low there is a great danger that the fluid will freeze, which will permanently destroy the entire battery.

In very cold weather it is even advisable to place the battery in a woolen bag or, better still, in fur of some kind. It seems a bit premature at the present moment, but we must look ahead to the not distant snappy mornings when the motor will develop a decided disinclination to start. To assist the reluctant engine there are several things that may be done. First the battery must be placed in perfect condition, fully charged and kept up to its work.

Then it is advisable to install some easily operated priming device which has dash control. Finally the carburetor must be so adjusted that it is capable of meeting the weather conditions with which it must cope.

The priming device, which may be obtained in any good accessory store, though a list of the best will be forwarded upon request to the automobile editor accompanied by a stamped envelope. The primer will be filled with some highly volatile fuel, a high test gasoline, or, better still, petroleum ether. By injecting a little of this sensitive fuel into the combustion chambers an explosion is readily induced and the engine is started.

Further, a garage heater is almost in every respect to the German a necessity, as it obviates draining the motor, and Yankee ingenuity rose to the occasion. The result is the new Liberty Motor which produces 275 horsepower at a deadweight of 1.8 pounds per horsepower. The German product cannot touch that the radiator with an anti-freeze mixture.

Jesse G. Vincent, and E. J. Hall, Francisco, are the successful men. They did what our Allies could not do in turning out a motor weighing far less in proportion to power output than the best motor of the Germans. This means that the American airplane will be able to outspeed and outmaneuver the speed of European machines and eventually bring victory to our cause.

ing every four weeks will keep the battery in good shape.

For the man who regularly puts up his car for the winter the question is one of careful preparation. To begin with, the wheels should be jacked up off the floor, all four of them. This to relieve them of load.

The tires should be thoroughly cleaned and then covered with cloth to exclude the light, which exercises an injurious effect upon rubber. The water should be drained from the cooling system, and if an anti-freeze solution has been in use it may be kept in a glass container for future use. If the running gear, the steering gear, wheels, &c., are muddy, they should be carefully cleansed.

It is "resting" it should be regularly given water to make up for evaporation and should also be recharged at set intervals. Recharg-

ing and a board may be used to hold the pedal so that the part remains out of engagement.

The tires had best be removed from the rims and then the tubes should be taken out of the casings. Both tubes and shoes should be thoroughly cleaned and the former should be inflated sufficiently to give them shape. Both tires and tubes should then be wrapped in cloth and placed in a dark room or closet which is dry and not too warm. The rims should receive a little attention in the shape of a coating of graphite grease to prevent rust forming. The wheel studs, which hold the rims in place should be treated to a dose of graphite.

If the running gear, the steering

gear, wheels, &c., are muddy, they should be carefully cleansed. The battery of the car stored for the winter had best be removed and should be covered with vaseline or cup grease after they have been cleaned. The clutch should be dis-

engaged and a board may be used to hold the pedal so that the part remains out of engagement.

The generator must be run to recharge the battery at fixed intervals of four weeks. In taking a battery to the service station it is best to ask for dry storage, in which case the battery is dismantled and the different parts are stored in that way, while ordinarily the battery is left just as it is and is recharged at fixed intervals.

The top of the car should be raised and thoroughly cleaned and the upholstery should be cleaned, dried carefully and then be covered with cloth. There may be obtained special paper containers, which can be used to cover the entire car, top and all, acting like a sort of tent.

Naturally these help keep the vehicle from deterioration. A garage heater is valuable even when the car is put up for the winter because the raised temperature obviates injury to the varnished surfaces of the body. The matter of anti-freeze solutions, to which we referred above, leaves

Freezing			
Alcohol.	Glycerine.	Water.	point.
P.C.	P.C.	P.C.	Fahr.
7.5	7.5	85	20
10	10	80	15
12	12	75	10
15	15	70	5
16	16	65	15

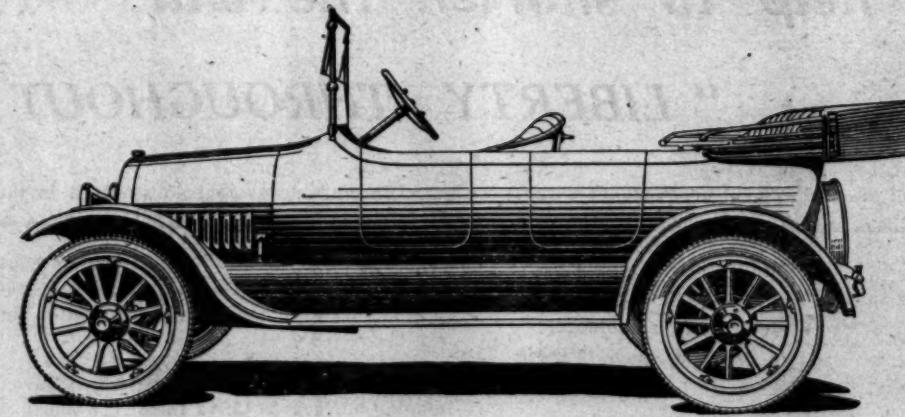
Denatured				Freezing	Wood	Freezing	
Alcohol.	Water.	Point.	Alcohol	Water.	Point.	Alcohol	Water.
P.C.	P.C.	Fahr.	P.C.	P.C.	Fahr.	P.C.	Fahr.
20	80	10	17	53	10	40	60
40	60	0	24	76	0	52	48
52	48	10	31	69	10	63	37
63	37	20	38	62	20		

With the cost of

GASOLINE SOARING

it will be well to buy a

BUICK



The Economical Gasoline Consumption Car

H. S. HONIGSBERG & CO., INC.

SOLE DISTRIBUTORS FOR CHINA

OVERLAND MAKES FAST RUN TO TOLEDO

Covers The 702 Miles In 24
Hours And 10 Min-
utes

P. G. Scull, star salesman of the Newark branch of Willys-Overland, Inc., is believed to have established a new automobile touring record from Newark, N. J., to Toledo, in a sensational run which he made from his home to this city in an Overland Model 90 car in order to attend the big Willys sales congress which opened Tuesday.

Scull, with two companions—Edward J. Malone, a member of the Newark Willys-Overland sales force, and W. F. McNeary, automobile editor of the Newark *Sunday Call*, who acted as observer, left Newark at 3:40 a.m. Sunday and arrived at Toledo at 7:30 a.m. Monday. The distance travelled was 702 miles, with an actual running time of twenty-four hours and ten minutes, an average of approximately twenty-nine miles an hour.

Not one minute was taken out for mechanical repairs on the car, but three hours and forty minutes was deducted for unavoidable delays. The car lost two hours between Pittsburgh and Darlington, Pa., because of a road jam, twenty cars being lined up ahead of it on a narrow wet clay road with a deep ditch on one side and a hill on the other. It was impossible for one car to pass the car ahead of it and there was nothing for the Willys-Overland tourists to do except await their turn and proceed when the leading car was started up. They unfortunately happened to be at the tail end of the procession.

Besides this delay, fifty minutes was taken out for a warm meal in Pittsburgh and another fifty minutes for lunch in Cleveland. Absolutely no tire trouble was experienced until the party was within fifteen miles of its destination, and the delay caused thereby was counted in with the actual running time.

Scull, who was in charge of the party, is a veteran transcontinental tourist. The feature of the performance, he said, was the fact that the party started out with no definite knowledge of the route to be covered and was compelled to depend absolutely on route book information. This was often erroneous, and on more than one occasion unnecessary detours were made.

The roads, with the possible exception of certain districts in Pennsylvania and the wet, sticky highway of Ohio, were in fairly good condition.

"The Model 90 deserves all the credit," said Scull at the factory Tuesday afternoon. "Few cars of any make, size or price would stand up under the gruelling strain that it did. When we left Newark Sunday morning we were told by experienced drivers that we would be lucky if we finished the trip in forty-eight hours. That was one reason why we set out to make a record. When we reached Toledo the car was in just as good running condition as when we left Newark, and if we are not too tired at the end of the boat trip we are going to beat this record when we go home."

Scull was one of five salesmen from the Willys-Overland New York organization to attend the sales congress. S. W. Fullerton from the retail store at Fifth street and Broadway, R. D. Newhall of Yonkers, Charles A. Phelan of Brooklyn and H. G. King of the Bronx branch were also among the honor salesmen to be entertained during the past week by J. N. Willys. These men are the "star" automobile salesmen of the country. Their total business for three months was more than \$150,000, or at the rate of \$144,000 a year each. These men together with the other honor salesmen of the Willys-Overland organization throughout the United States have been the guests of J. N. Willys, president of the Willys-Overland, Inc., in Toledo during the past week and took part in a four day cruise on the great lakes on one of the largest boats in the great lakes fleet, which was privately chartered by Mr. Willys for the occasion.

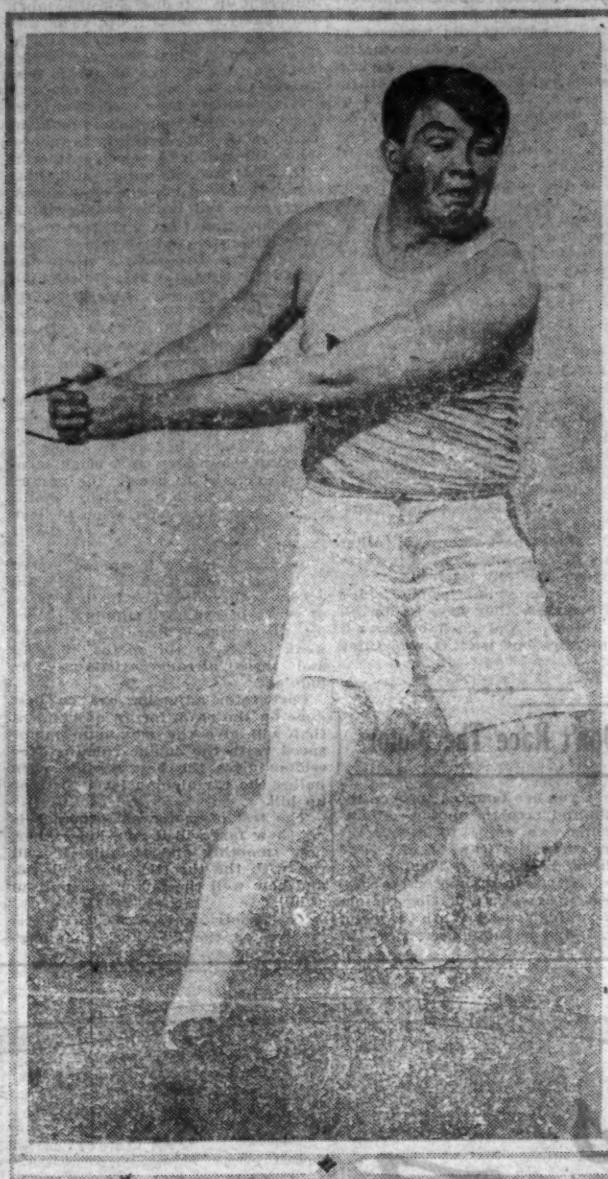
SOUTH AMERICA BUYS CARS

Big Increase In Purchases From United States In Past Year

The most remarkable increases in motor vehicle exports in the fiscal year ended June 30 are shown by purchases by Mexico and the South American Republics. Mexico's commercial recovery is indicated by an increase from \$409,700 to \$1,333,975 in the year. Argentina's imports reached nearly two and one half million dollars. Brazil's trebled Chile's prosperity from her nitrate mines resulted in an increase from \$576,777 to \$1,982,538. The rest of South America took automobiles to the value of \$1,894,827 as against only \$698,911 the year before.

In addition to automobiles, the United States exported in the last fiscal year, 23,425 automobile engines valued at \$2,844,406, tires worth \$12,330,201, and parts worth \$27,244,932. This makes a grand total of \$133,417,782 of foreign automobile business done by this country last year.

Mistake In Age Gave 'Pat' Ryan Chance To Fight



PAT RYAN.

Pat Ryan, American national champion hammer-thrower and holder of the world's record, made a mistake of which he is proud. He gave his age as thirty-one, but a letter which arrived from Ireland contained his birth certificate and it showed that he is thirty-two.

"It's all right and I hope the year won't make any difference," said A. C.

EVEN GYPSIES USE FORDS

Gypsies now drive Fords. The traditional gypsy horse trader, then, in the future, will probably develop into an expert manager of a traveling automobile exchange. Farmers who were always ready to talk horse with a gypsy with a view to a shrewd "swap" may now have an opportunity to "flyers" and doubtless, may find it is possible to get the worst of the bargain, as before.

It was bad enough to lose the buffalo, to have the Jesse James boys and their like grow old and die without leaving any worthy successors; it was tough to realize that the cowboy is degenerating into an ordinary farm hand—a tender of cattle—but gypsies without horses—what next?

"The world of change, but a gypsy camp without horses seems like a wedding without a bride, playing poker with confederate money; 'Hamlet' without the melancholy prince in the cast."

Hints For Motorists

In testing the battery with a hydrometer the work should be done before adding water otherwise the solution will be diluted and wrong reading indicated. Also after filling with water bear in mind that it requires a little time for the water to mix with the rest of the solution.

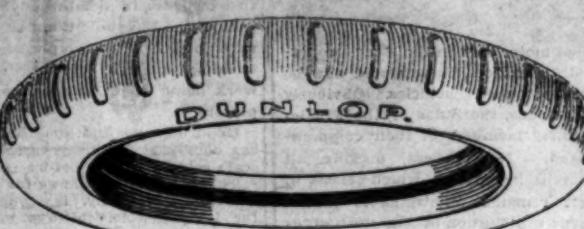
The water, being lighter than the other liquid, remains on top for a while so that if the hydrometer is used an hour or so after filling, it will suck up a weak solution which is not the true one.

Mounting Straight Side Tires

There still are many owners who have difficulty in mounting straight side tires. The proper method is to lay the rim on the floor inserting the valve stem of the tire in its proper place. The bead for ten inches on each side of the valve should then be forced in place as shown in the top illustration on this page. After getting the tire started in this way it should be forced in place further by stamping as shown in the middle illustration first on one side of the valve stem and then on the other. Stamping with the foot will enable the operator to easily "seat" the tire but often one must resort to the use of a tire tool. The ends of the rim may be brought into their proper

Ford Gives \$500,000 To U.S. Red Cross

Henry Ford may be opposed to war, but he is with the Government in its present argument with Germany. The Ford Motor Co. has donated \$500,000 to the American Red Cross and the gift is in the form of a credit upon the Ford factories for half a million dollars' worth of automobiles, ambulances and parts, as the Red Cross may designate. The Ford gift is particularly valuable in view of the fact that the Red Cross has assumed the responsibilities for the support of American ambulances in France where despite the large number of machines in service, many more are required. The Red Cross is the authority for the statement that machines will be accepted for service despite the rumor to the contrary.



DUNLOP REPAIRS

The success of Dunlop repairs is only equalled by the success of Dunlop tires. The majority of motorists realize this to their immense satisfaction. The comfort and economy of a sound repair on top of sound original service are quite irresistible.



DUNLOP RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry

Phone 2248

20 Kiukiang Road, Shanghai

Cables: "Pneumatic."

FIRESTONE NON-SKID TYRES

The "Landmark" of Safety and Saving

The Firestone Non-Skid Track is the Universal Landmark because motorists long ago discovered its full meaning in security and economy.

The fact that a tread bears a "pattern" adds little or nothing to its road-grip value. Neither does a "pattern" indicate that the tread contains extra rubber or that it is worth any more than a smooth tread of the same make.

The Firestone Non-Skid is designed and built for service, not for show. The angles of the letters are scientifically designed to give maximum resistance to slip in any direction—and it has the most of these angles. The Firestone rubber is of a character to make these angles effective. The lively rubber is quick with its grip before the skid gets under way.

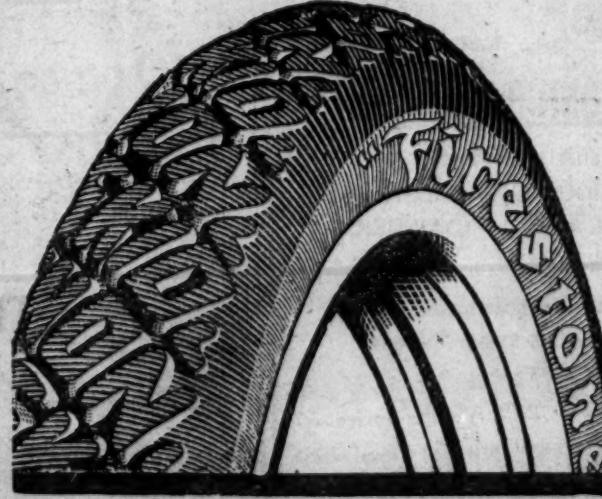
Note the thickness, then the shape of the Firestone Non-Skid Tread. The letters are beveled from the center out—extra thick where the wear comes.

Enjoy the insurance of the Firestone Non-Skid—put them on all wheels—all seasons, and at the same time have the satisfaction of getting

"Most Miles Per Dollar."

Shanghai Tyre Service Station

18, Nanking Road



FREE AIR SERVICE

TO THE MOTORING PUBLIC

TELEPHONE

CENTRAL 2239

BIG FOREIGN BUSINESS IS DONE BY PACKARD

Orders Come In From Hawaii,
China, Spain, Brazil And
Cuba

A surprisingly large number of orders for Packard Twin Sixes of the third series have been received from the Hawaiian islands, Cuba, China, Spain, Brazil and Argentina, despite the fact that excepting in Cuba and Brazil even the dealers have not seen the new cars. The sales have been made entirely on the Packard's reputation and the descriptive literature that has been sent out.

The policy of the Packard company of foreign business seems to have pleased all of the countries with which trade relations are being established. Fred Cardway, Manager of the Export Department, recently outlined the policy as follows:

"American manufacturers want the good will of foreign nations and foreign commerce. They do not intend by any means to build up export trade on the basis of present unsettled conditions which exclude European competition."

The great brains of Americans acknowledge the necessity of keeping in closer touch with other nations, promoting better understanding and friendly relations.

"Americans know that they cannot buy good will, but they also know that they can earn consideration and friendship of other countries by doing the right thing."

The Packard Motor Car Company, considering probable international developments and anxious to be a constructive factor in them, recently organised its export department. Visitors from foreign lands always find a friendly reception."

MIDGET BUYS MAXWELL

Shortest Man in World Deals With
Tallest Auto Salesman

The smallest man in the world owns a Maxwell car. Not only does he own it but he drives the famous motor vehicle.

Little Lord Roberts is the man claiming the honor.

He is just thirty inches tall.

Lord Roberts purchased a Maxwell after careful inspection of automobiles suitable to his size. He bought the car of the retail branch of the Maxwell Motor Sales Corporation at Albany, N. Y.

While the smallest man in the world was buying the car the sale was being made by the tallest salesman in the service of the Maxwell Company. A. S. Gilchrist, who sold the car, stands six feet four and one-quarter inches high.

It was an odd sight when Lord Roberts tilted back his head to gaze up at the tall salesmen.

Gilchrist found it difficult to look straight enough downward to see his small customer. The two opposites left off well and closed a deal.

"When I walked into the Maxwell salesroom I expected to have to look up to the salesman, but did not contemplate stretching my neck at an angle to sight more than six feet," said Lord Roberts after making his purchase.

Extensions on pedals and levers were necessary before the midget was able to drive his car.

His first attempt at holding the wheel wasn't very encouraging. As he was going down the main thoroughfare, accompanied by a Maxwell salesman, the smallest man in the world was halted in his drive.

A "cop" believed the salesman was allowing one of his children to "monkey" with the steering wheel. Satisfactory explanation was made and Lord Roberts finished his first lesson.

After becoming familiar with the extension pedals and levers, Lord Roberts expects to challenge Ray McNamara, the Maxwell Company road engineer, to an inter-city road race.

HUDSON DOING ITS 'BIT'

"Economy has taken on a new meaning these days. With the national conservation of food, control of coal prices, and so forth it is only natural that we should hear of gasoline economy."

"The Hudson Super-Six is doing its 'bit' and every day we hear of new records in gasoline economy made by some of the 40,000 Super-Six owners," says Harry S. Houpt, President of the Hudson Motor Car Company of New York.

"Down in Arizona, a Hudson Super-Six owned by Charles Goldman has been operating since last October without a fan, and on a recent trip to Tucson Mr. Goldman averaged sixteen miles to a gallon of gasoline. In Winston-Salem, N. C., a Hudson owner averaged 17.6 miles on a gallon of gasoline with a Hudson speedster."

"Gasoline economy is not always demonstrated on the road. Fuel can be saved by never allowing the motor to run idle. All parts should be kept properly lubricated, and thus the gasoline is saved for actual driving and not for generating waste power."

If—

If all the rest of the world owned motor cars in the same proportion to its population that the United States does, there would now be in use a grand total of 56,201,212 self-propelled vehicles. Obviously it will be some time before the Patagonians, the Zulus or the Fiji Islanders own a motor car for every thirty members of their community, as is the case today in our own land. Nevertheless, making all allowances for the relatively small purchasing power which exists in many of the foreign countries, the fact remains unmistakable that a vast export market awaits the energetic exploitation of American automobile manufacturers. When the present war shall have ended and the tides of commerce shall have returned to their accustomed channels, the demands of all mankind for more efficient living, will create a market in other countries for at least 3,500,000 motor vehicles, which must largely come from the American automobile industry.

All this is clearly brought out in a little pamphlet recently published by the foreign trade department of the National Association of Manufacturers, which includes the following table, interestingly summarising actuality and possibility. Of the three columns, the first represents cars actually in use in the various geographical divisions on the first day of the present year; the second column shows how many cars each country would have, if its automobile ownership were in the same proportion to its population as is the case in our own land. The third column holds an estimate of the number of cars each country ought to be able to support, taking into consideration factors of wealth, distribution, etc.

Division	Cars in use	Full parity	Potential market output
United States	3,500,000	3,500,000	Jan. 1, 1917 with U.S.A. side U.S.A.
Canada and other North America	118,083	295,413	200,425
Mexico and Central America	5,744	710,100	29,785
South America	39,183	1,900,100	239,950
West Indies	11,394	301,000	27,200
Europe	437,558	15,582,300	2,408,860
Asia	27,758	25,876,300	372,675
Africa	24,178	4,513,700	100,875
Australasia and Oceania	55,340	521,300	238,000
Totals	4,219,246	56,201,213	3,617,570

Firestone Tire Co. A Great Enterprise

Some idea of the vast scale upon which the rubber industry is conducted in Akron, Ohio, U.S.A., can be gained from a description of the rubber tire works of the Firestone Tire and Rubber Company.

Seventeen years ago the Firestone Company occupied a small building of a few hundred square feet of floor space. Today the plant has 2,300,000 square feet of floor space and building construction now under way will add nearly 4,000,000 square feet.

The original capitalisation of the Company was \$50,000. This grew steadily until 1916 when it reached \$15,000,000. During the period from 1900 to 1917, there were three stock dividends declared. They formed the foundation for many a fortune in the rubber city. Those who left their original investment with the Firestone Company have seen it grow to 220 times its original size.

The Company is the largest manufacturer of solid truck tires in the

than 13,000 persons. Ten thousand of these are employed in the home offices and factory at Akron, and the rest are employed at the branches and in the field. In 1916 the gross sales amounted to \$36,000,000.

When the company first began the manufacture of automobile tires, its output was only a few tires a day. Today it is more than 20,000 a day and soon will be 30,000. Its business its world-wide. Today it has fifty-one branches throughout the United States and in foreign countries.

The Company now employs more

world. It has one-third of the truck tire business in the United States. How the Firestone Company takes care of its 13,000 employees is a striking example of the welfare work being done by American employers.

Good business and good humanity are combined in this program on a scale seldom if ever before reached. This is no innovation as far as the Firestone Company is concerned, for its policy has always been to safeguard and encourage and assist its people in every practicable way. Plans long in making, however, have recently come to fruition.

For example, a splendid club house which cost in the vicinity of \$350,000, equipped with swimming pool, bowling alleys, restaurants, reading and rest rooms and every other device for the comfort and pleasure of employees was dedicated about six months ago. One of the features of this club house is a beautiful auditorium which seats about 1,500 people. In this auditorium lectures, entertainments and moving picture exhibitions are frequently given for the amusement and instruction of Firestone employees.

Only recently, too, a fine residence park, 500 acres in extent, was opened up for purpose of providing at moderate cost, attractive and convenient homes for Firestone families.

Incidentally, the company maintains a complete hospital with physicians and nurses constantly on duty, which services together with dental attention, are at the free disposal of all who are of this generous concern.

Incidentally, also, the company has set aside the not especially incidental amount of \$1,000,000 as an employees' welfare fund.

Perhaps the crowning feature of all these enlightened moves for the health, happiness and prosperity of Firestone workers was the opportunity extended to them to become stockholders in the company. A large amount of stock was set aside for this purpose and sold to all employees who cared to take advantage of this opportunity at a figure which represented only about two-thirds of its actual market value, and on terms so easy as to be within the

reach of all. The high regard in which the employees hold the company, and their faith and confidence in it, are well demonstrated by the fact that over 90 per cent of them were only too glad to take up the stock allotted.

The two-fold benefit of this distribution of stock among employees is self evident. Workers who actually own a part of the business in which they are engaged naturally will put in more thoughtful, earnest and effective efforts than they otherwise would. Thus the standard of quality will be upheld and the company will benefit in direct proportion to the merit of its products. On the other hand the owning of stock in the company will give employees a greater sense of responsibility, will encourage thrift and will add to their prosperity.

All these humanitarian activities are largely due to the foresight and personal interest of H. S. Firestone, founder and president of the company. He looks upon each Firestone worker as a liability as well as an asset. He regards it as the privilege as well as the duty of the company to make its employees better, happier and more prosperous. And Mr. Firestone's spirit pervades the whole organisation. The result is a sense of personal responsibility, genuine interest and a unanimity of purpose which go far to account for the remarkable success this company has had.

Mr. Firestone and the other officials of company were very careful to disclaim any intention or desire to pose as philanthropists. It's good business, they say, to do all these things. And good business it evidently is—but isn't it something more?

When you are tempted to open the throttle and race the motor. Don't! Of course, we refer to racing the motor, when the car is still and clutch is disengaged. This is far more injurious to the motor bearings and other parts, than driving the entire car at high speed. When the motor is raced, and is running free, all the

power is expended in heat, friction, neto, the big ends of the connecting rod and vibration. So, just think of the formula twenty odd horse power of the Ford motor being expended in pounding $R = W/N$ where W is the weight in pounds, R is the radius expressed in feet, and N the number of revolutions per minute. Now the significant fact in this formula, is that the centrifugal forces increase as the square of the speed. Some new owners of Ford cars may think that racing the motor limbers it up. It does not, it is much more likely to break it up. The way to limber it up, is to run gently at slow speeds. This is constructive limbering, racing the motor is destructive.

We seldom hear Ford motors raced, except sometimes momentarily, in the Ford factory when they wish to test a motor, with the car standing still, they usually apply either the slow speed, or reverse, and brake pedals simultaneously to pull against. This keeps down the speed, when the throttle is opened wide. If we took a car of ours to a repair shop, where they persisted in racing the motor, we would be inclined to think that they were trying to make work for themselves, and we would take our car where it would receive more consideration. Racing a motor, and beating a horse with clubs, are neither humane nor sensible, and one is just about as bad as the other.

Motorcycle riders, as a class, seem to be addicted to racing the motors of the machines. Also, motorcycle riders, as a class, seem to have more than their share of motor troubles. Why?

Racing a motor is apt to loosen bolts and nuts, which would not otherwise become loose in the course of years of ordinary running. Racing the engine is more apt to make weak points in the motor, than to find those already existing. Why indulge?

Carburetor adjusting can be best done on the road, for an adjustment that will give the maximum motor speed, with the engine running free seldom gives the best results when pulling the car along a level road, or up hill.

The test of motor performance is not, how fast will it run, but rather, how smoothly and steadily it will run with the throttle almost closed, and how well the motor will pull on a hill.

The centrifugal force, which is exerted on the fly-wheel, the mag-

'Save The Gas' In Slogan

The National Automobile Chamber of Commerce has started a very strong move for the conservation of gasoline. At this time there is plenty of gasoline, and the danger of shortage is not immediate, but a year from now army needs in this country and abroad may cut down our supply if we do not now begin to save. All owners of automobiles should join this campaign by correcting a few items of waste. A tremendous saving can be made by the practice of little economies. Bear these few points in mind:

Do not use gasoline for washing or cleaning.

Do not spill gasoline or let drip when filling.

Do not allow the engine to run when the car is standing.

Have carburetors adjusted to use leanest mixture possible—a lean mixture avoids carbon deposits.

See that piston rings fit tight.

Protect the radiator in cold weather.

Keep tires fully inflated.

Keep down to normal speed.

Change gears rather than climb hills with a wide open throttle.

Reduce the amount of riding for mere pleasure.

Don't Race The Motor

When you are tempted to open the throttle and race the motor. Don't!

For this purpose and sold to all employees who cared to take advantage of this opportunity at a figure which represented only about two-thirds of its actual market value, and on terms so easy as to be within the

reach of all. The high regard in which the employees hold the company, and their faith and confidence in it, are well demonstrated by the fact that over 90 per cent of them were only too glad to take up the stock allotted.

And when that institution maintains that commanding position without interruption over a series of years—

Then you may be assured of that institution's integrity—both as to its product and its dealings with the public.

From an annual output of 465 motor cars nine years ago the Willys-Overland Company has grown steadily, and this year its dealers have contracted for more than 200,000 motor cars.

Its net resources have grown in that time from a little more than £10,000 to more than £13,600,000.

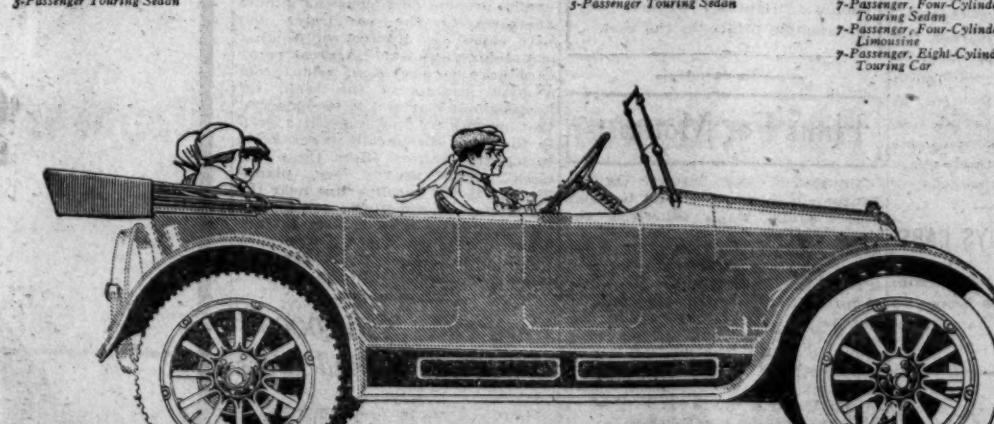
This year the Willys-Overland factories

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
3-Passenger Touring Coupe
3-Passenger Touring Sedan

Light Four-Cylinder Overland
5-Passenger Touring Car
3-Passenger Roadster
2-Passenger Roadster
4-Passenger "Country Club"

Willys-Knight Models
5-Passenger, Four-Cylinder
Touring Car
4-Passenger, Four-Cylinder
Roadster
7-Passenger, Four-Cylinder
Touring Car
7-Passenger, Four-Cylinder
Limousine
9-Passenger, Eight-Cylinder
Touring Car



THE CENTRAL GARAGE Co., Ltd.

(In Liquidation)

SHANGHAI

Phone No. 2661

The Willys-Overland Company, Toledo, Ohio, U. S. A.
Manufacturers of Willys-Knight and Overland Motor Cars
and Light Lorries

FOOD FROM FARM TO CITY BY POSTAL TRUCK PLAN

Motor Vehicle Lines Will Make Direct Connection Between Producer And Consumer If Bill Passes
—Proposes Airplane Mail Routes

A new plan to connect the farm producer with the city consumer is embodied in a bill introduced in Congress by John A. Moon, and having the endorsement of the Post Office Department. An appropriation is asked to establish experimental postal motor truck routes between the country and the city, and under its provisions farm produce fifty miles from the city center would be picked up and delivered to the urban home.

Much has been heard of the food that goes to waste on the farm for lack of a ready and economical outlet to market. The advocates of this measure contend that such motor truck routes would go far toward solving this problem. An extended adoption of the proposed system would open a new large field for motor trucks.

The bill, leaving out the enacting clause, is as follows:

To promote the conservation of food products are to facilitate the collection and delivery thereof, from producer to consumer, the Postmaster General is hereby authorized to conduct experiments in the operation of motor vehicle truck routes in the vicinity of such cities of the United States as he may select, and under such rules and regulations as he may prescribe, and the cost of such experiment may be paid by the Postmaster General out of any of the unexpended funds of the Postal Service; and the Postmaster General shall report the result of such experiments to Congress at the earliest practicable date.

In response to inquiry Congressman Moon wrote: "I think it is clear that communication of this character between cities and the country would be beneficial to both and that the service can be conducted with profit to the Government."

In a presentation of what the Post Office Department deems to be the advantages of motor truck postal routes, Fourth Assistant Postmaster General Blaklee said:

"This experimental legislation is intended to ascertain whether or not a system of collection and delivery of mail that does not exist today is practicable. If the experiment is a success:

"It will provide a direct means of communication and conveyance between mailing patrons in cities and rural territory that it is not possible to provide at minimum cost to the Postal Service or to the patron at this time. It will assist in the effort to reduce the cost of living by eliminating useless and expensive operations in the postal means of communication between producer and consumer. It will permit the producer to continue production and the labor incident thereto instead of suspending production of labor while conveying produce to consumers. It will extend the postal zone of collection and delivery service in the vicinity of large cities to the point where the actual farmer-producer is domiciled rather than to where only suburban residents and non-producers live."

"Routes fifty miles in radius from the central Post Office rather than routes six miles in radius from the nearest substation of the central Post Office can be established. Thus the local parcel post zone rate of

approximately one-half cent per pound will apply, whereas a charge of first zone rate, of 1 cent per pound, is now made within such radius.

"Only 288 of the present 42,562 existing rural routes emanate from the fifty largest cities in the United States, and of this number of routes none originates at New York City, Philadelphia, Brooklyn, San Francisco, Newark, Jersey City, or Worcester, Mass., or any of the subdivisions or branch offices thereof. The postal patron in any of the fifty cities will directly benefit from the increased service and improved methods of communication with the genuine rural population, and vice versa when the proposed legislation shall have been enacted and the maximum facilities provided. All other communities, wherever found, will be benefited likewise and in proportion to their population. Such a service will, if efficiently administered, show a net income to the Postal Service under present weight limits and postage charges of conveyance of parcel post mail only. Any revenues from conveyance of first, second, or third class that may be carried would be net. It will permit of a practical use of the highways upon which millions of dollars for improvements have been expended and for which nearly \$85,000,000 of Federal funds have been appropriated. The establishment of regular schedules, giving time of arrival at points where produce may appear for transmission, producer to supply containers for protection pending arrival of carrier, is a part of the plan."

"What will be the plan of disposing of the supplies?"
"The same treatment as now prevails in the disposition of produce handled on rural routes, with the additional direct supervision of a rural agent—employee of the Post Office or the Postmaster—who will be expected to encourage direct commercial relations between producer and consumer; to increase the quantity of mailable matter carried; to recommend amendments of route or schedule to accommodate patrons; to insure efficiency of operation, eliminating indirect service, superfluous handling, treatment of undelivered or spoiled produce; to keep record and issue bulletins of produce and supplies, with prices thereof, to producers and consumer patrons; to provide for regularity of service when daily supply can be secured from any given number of producers for direct delivery to any given number of consumers."

"What saving in delivery to the consumer will be made by the adoption of this plan?"
"The consumer in any city where no rural delivery exists will save nearly 50 per cent of the postage now paid on any article presented for mailing on the highway or in the villages located on the highway traversed by this service. Indirectly, the consumer will save the difference in a reduced price that may be set between the consumer and a producer with whom the producer now has no business relations, and the higher prices he may be compelled to pay to the limited number of producers with whom the consumer is now in direct contact through the mails."

HIGHER PRICES CALL FOR GREATER CARE OF TIRES

By William H. Stewart, Jr.

A stitch in time saves nine is just as true of tires as it is of clothing—especially so at this time with tire prices going up. If a man wants to keep his tire bill down he must watch the small cuts and mend them before they become larger. First get acquainted with your shoes. Provide hot water, soap, a small box to sit on, jack up each wheel in turn, and clean off the casing thoroughly. Dig a screw driver into each hole and clear it of all gravel and sand. A long-nosed pliers may be used to carry a piece of waste dipped in gasoline into the hole to clean it. A portable vulcanizer may now be used to close the cut with a permanent patch of vulcanized rubber. These vulcanizing outfitts are low in cost and are very serviceable. Full directions come with each outfit. They must be used in the house, however, as most vulcanizers use gasoline and an open flame is forbidden in garages. The electric vulcanizers are not open to this objection.

If a portable vulcanizer is not used you may readily fill all cuts with tire putty. This patch is a little softer than the vulcanized patch but is much more quickly applied. The cut must be cleaned with gasoline first and allowed to dry. Tire cement is then spread over the sides of the cut and also allowed to dry. A small piece of the putty is worked between the fingers to soften it after which it is forced into the cut, filling it completely, and rising slightly above to allow for shrinkage and wear. This prevents the cut from opening more and picking up grit, which forces its way in until it meets the breaker strip. Here it spreads

Goodrich SILVERTOWN CORD TYRES

Stand The Knife Test!

Before you, its thick tough Goodrich Black Safety Tread slashed back, its sinewy, two-ply, rubber-saturated, cable-cord body laid bare, stands a Silvertown Cord Tyre.

Before you stands the whole story of why tyres wear. And why tyres wear out.

For, contrary to common belief, tyres wear out INSIDE—not outside—from internal frictional heat, rubbed up between the plies of the tyre.

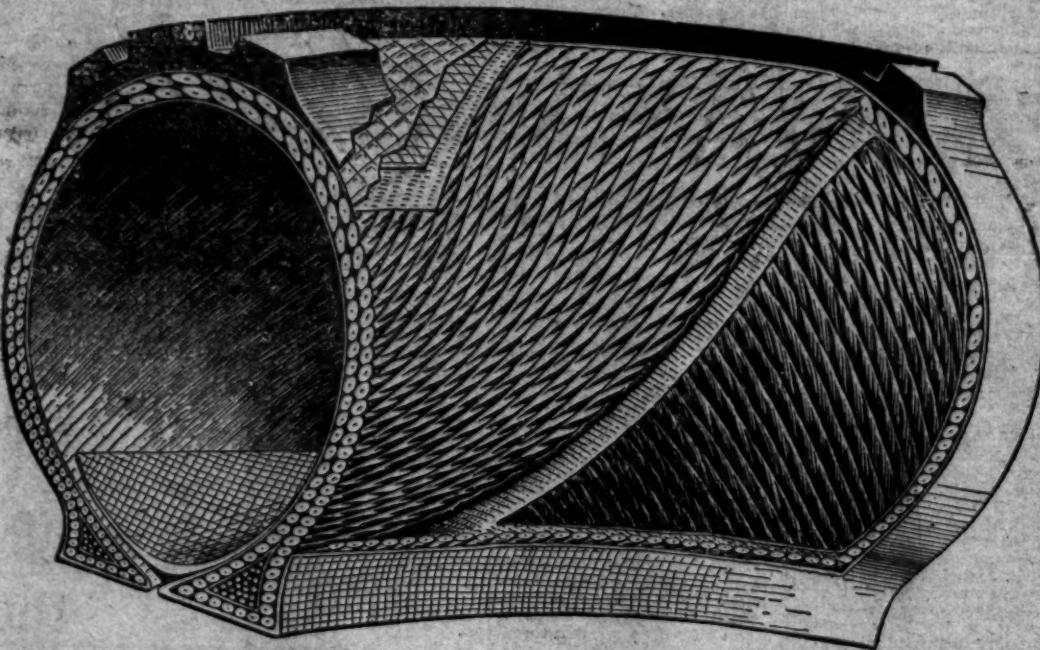
Each extra ply means extra inside heat—extra wearing out of the tyre.

Were you to put the knife test to all tyres you would find three types of bodies:

Cotton fabric, swathed in five to seven plies.

Thread Cord, or web, (strings the size of a trout line, held parallel the circumference of the tyre by interspaced cross-threads) gummed together in five to seven plies.

Cable-cord, the unique, patent-protected, cross-wrapped, two-ply structure, found ONLY in Silvertown, the original cord tyre.



Mark well the sturdy size of Silvertown's cable cords and that they are cross-wrapped into two plies and but two. Obviously Silvertown with but two plies must outlast many-ply tyres with their multiplied inside heat.

10 Silvertown Cord X-cels

- Increased engine power.
- Smoother riding.
- Fuel saving.
- Speedier.
- Coast farther.
- Start quicker.
- Easier to guide.
- Give greater mileage.
- More resistant against puncture.
- Repaired easily and successfully.

Out of this durability, and the resilience of those flexible cable-cords, come Silvertown's gasoline-saving economy, smoother riding comfort, and prolonged mileage, that you cannot afford to be without.

Know Silvertowns by their graceful extra size, and their RED DOUBLE DIAMONDS.

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Telephone No. 2661.



SHANGHAI, SUNDAY, OCTOBER 21, 1917

MRS. C. D. PEARSON AND BARRETT WIN

Defeat Mrs. R. C. Farbridge And Toussaint For Tennis Mixed Doubles Championship

GRAND EXHIBITION IS GIVEN

Winning Lady Plays Wonderful Game; Mrs. Farbridge Wasn't in Good Health

Mrs. C. D. Pearson and Captain E. L. M. Barrett, on the Cricket Club courts, yesterday, won the lawn tennis mixed doubles championship, defeating Mrs. R. C. Farbridge and Mr. H. L. Toussaint, by two sets to one.

It was a grand exhibition all round and the big crowd of spectators present can hardly ever have seen anything better in Shanghai.

It is only fair to say, early on, that Mrs. Farbridge was far from being in the best of health and tired considerably in the second set—curiously enough, the only one that she and her partner won—but she would have been an absolute wonder if, on the play of the day, she could have beaten Mrs. Pearson.

The latter was simply magnificent. She was the very picture of cool aggression, always in the right spot, going for any shot, having a perfect understanding with the Captain, serving a fierce overhead delivery, smashing hard, sure on the backhand and invincible with a demoniacal forehand drive, usually across the court.

Captain Barrett started "helping" Mrs. Pearson a lot, but never a woman fought harder for equal rights, which he soon had to concede and then they won easily.

Mrs. Farbridge has a weak service, but is quite good in all other departments, though she was never in it with her opponent for aggression.

Captain Barrett was in one of his finest fighting moods, which meant real forceful play. Erratic in patches, he, nevertheless, played a good game, but had a lot to thank his partner for and spent almost as much time as the spectators in applauding her.

Mrs. Toussaint discarded a lot of the caution which he usually displays in match games and was not any the worse for it. He must be heartily congratulated on the result of the second set. Here it was that Mrs. Farbridge tired and he took every bit of the play off her that he could, giving her a rest which had good results later on.

The match started off rather raggedly, with both the gentlemen doing somewhat too much poaching. The score was called five to one for Mr. Toussaint. Then, Mrs. Pearson became simply invincible, six games being won in a row—and the set.

The ninth game showed Mrs. Farbridge in a wonderful rally. Time and again Mrs. Pearson swung the ball across court with a vicious sting, always breaking low and always short or well away and never giving Mr. Toussaint a chance at it. Now and again, one of Captain Barrett's cuts came over to vary the practice.

There must have been quite a dozen which Mrs. Farbridge put back in succession—and put back well, too. Most could have wished that the game had been her reward, but it wasn't.

For half of the next set, it was ding-dong play, 2-1, 2-2, 3-2, 4-3 and 5-3 in Captain Barrett's favor. Then the luck turned and Mr. Toussaint pulled off three games almost on his own. Captain Barrett claimed another, but it was the last, for two more went to the other side and the set, at 8-6.

When the third set got to 4-1 for Captain Barrett, it was obvious that he couldn't lose, for he was equally as good as Mr. Toussaint and Mrs. Pearson was as good as either of them—and surer. The score was reduced to 4-3 and to 5-4, but the next game terminated the match.

Scores: Mrs. Pearson and Captain Barrett, 7-5, 6-8, 6-4.

Mr. E. G. Norman umpired the match very fairly, but there were several calls from the sidelines which the spectators did not agree with. Indeed, there were two in particular which brought very big: "Oha!" and which cost Mr. Toussaint and his partner the first set.

The trophies were presented to the winners by Mr. Edward White, who is proud in the boast that he is the "grand old man" of tennis in Shanghai.

All is Now in Readiness For Regatta Next Weekend

Despite Numerous Absentees Fine International Program Arranged for Henli; Italians Make Debut

In common with most other sporting organizations in Shanghai, the Rowing Club have lost a large number of their members on the active list, who have gone to do their part in the war, and with such a heavy depletion of the active rowing ranks to contend against, it has been necessary for the Committee to make a very extra effort each year since 1914 to stage the annual Autumn regatta at Henli.

This year there was a record shortage of the regular stand-by, and it reflects great credit on the present committee, under the able leadership of Mr. Wm. E. Sauer, that they have managed as a result of a lot of genuine hard work to get together such a number of well-matched crews as figure on the lists and to include in the program such a pleasing variety of events. The members have responded enthusiastically to the efforts of their committee and if only the usual fine weather is vouchsafed for next Saturday and Sunday this Autumn Regatta is safe to predict, will be an unequalled success.

The heavy losses in the ranks of the English and Scottish crews have necessitated a combination, and the result is a British eight, four and pair.

The Danes, considering their limited numbers, have done remarkably well in entering crews for all three international events.

The Americans have by now become so strongly entrenched in the Rowing Club that it is quite certain that the Stars and Stripes will be prominent in all these races.

An Italian crew, possibly for the first time since the Shanghai Rowing Club was founded—that is, leaving out of count races for Navy crews—figures on the International card. Ludovico Bertes and Antonio Carisio will fly the colors of Sunny Italy in the pair-oared race against the representatives of America, Britain and Denmark.

As regards the prowess of the international crews, there is little choice either way; all these items will be well contested.

Through the courtesy of Mr. T. Byrne, Commodore of the Shanghai Yacht Club, a very interesting item is provided for Sunday afternoon in the way of a Sampan Polo Match. The members of the Midway Sailing Club will participate and provided there is a good breeze an exciting item is promised in this event. This form of polo has never been played elsewhere than on the Henli reach.

For the mixed races, which will take place at noon Sunday, it is proposed to have mixed fours of two ladies and two gentlemen. A lady will act as stroke.

Motorboating will receive special attention at this Regatta. (Continued on Page 2)

Some Domino Chatter

By Domino

Cricket, Baseball, Swimming, Lawn Bowls, and in fact all the games that call for flannels, or little clothes of all, are bidding au revoir to their devotees, and during the somber winter months the Race Course will not ring with "How's that?" or "Take me out, make me out" or "Good wood, Sir, good wood." No, they have all gone, and like the mosquitoes will not buzz again until after the Spring races.

Football claims its own; so does the Autumn racing; so does hockey, and so does the great indoor sport, billiards. St. Xavier's and the Police were the first in the field with the big leather ball. They got busy yesterday afternoon, and a tussle ended in the School coming out on top. The Recs had their annual meeting last week, and although another of their stalwarts—Terry Wilson—has gone to kick something bigger than a football, the old champions still mean to go strong, and I hope that when the season ends they will be somewhere among the leaders. Some of the vacancies in the team caused by the war or Anno Domini will be filled up by recruits taken from the schools' strings. I fancy that Gusie White, who did so much to get the Public School Old Boys' Club together, will wear the Recs' colors.

The game of billiards comes into its own again as soon as the thermometer registers low numbers. The winter session should be big with possibilities. The Lusitano Club ran away with most of the good things last year, and still has plenty of good cues, chalk and men it is likely to bid boldly for honors again. The Police will have something to say, however. Last year the Force had members representing more than one Club. This time they have decided to combine and with Barrett to lead the way it looks as if they will be able to leave everyone else in baile. The Powhatan did well in the last season. As the Smokers have the same team as before, their final position should not disappear in smoke. Given a bit of luck the dainty little club might become the "Pride of Shanghai" if not "The Pride of Asia." In that case we will house the team in "Three Castles" or send them to "Westminster."

St. Xavier's are contributing lots of footballers to the various competitions. The college will have a senior, a junior, and three school teams playing and the smile on Brother Faust's face clearly tells that his boys are the poorer fielder of the two.

Golden Horn Leger Fancy Should Weather Turn Wet

Pony.	Rider.	No.	M.	%	1	1½	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	56

Nieh Chih Kuei School Sports

The second annual sports meeting of the Nieh Chih Kuei Public School for Chinese took place on the school ground yesterday afternoon and was a great success in every way.

Among the judges were Mr. E. C. Peares, Chairman of the Municipal Council; Mr. Phillips, of the British Consulate; Mr. Chih Cheh-nieh (all members of the S. M. C. educational committee), Dr. Hopkins Rees and Mr. L. H. Turner, the headmaster.

An entertaining program of events started at 2:30 p.m. One of the pleasant features of the afternoon was the absence of long waits so common in sports meetings. Every event followed rapidly upon its predecessor, and the big crowd that witnessed the boys' work was kept thoroughly interested. Mr. L. H. Turner was the recipient of many congratulations upon the wonderful smartness, physique and discipline of his boys. Mr. Holland, his colleague, was also complimented upon the success attending the sports.

Mr. Turner has divided his school into companies, each marshalled by one of the scholars. These companies competed in a number of the events but after a fine struggle 'C' Company proved the champions. The tug-of-war was a great event, and needed a very big and strong pull to dispose of the losers.

The obstacle race caused great amusement. Competitors had to remove their gowns, carry a little fellow some twenty yards, light a candle and run another twenty yards with it, eat a nice piece of cake, climb a ladder, pull a rope, track and dress again. The winner deserved his trophy. Then the junior crew event was great. They tots wended their way in and out of the rings and then raced for a mark.

When the program was completed both boys and visitors wanted more, and that is telling evidence of the afternoon's success.

Mrs. L. H. Turner gave away the prizes in her usual gracious manner, and a delightful day's work ended in

congratulations and cheers for everyone.

The details follow:

30 Yards School Handicap, Heat 1.—1st Wong Yau-yung, 2nd Nieh

Kwang-chi.

30 Yards School Handicap, Heat 2.—1st Wong Tchah-gee, 2nd Tsang

Seu-kung.

Midgets' Ladder Crawl, Heat 1.—1st

Lee Tsoh-sing.

Midgets' Ladder Crawl, Heat 2.—1st

Tsang Zee-ming.

30 Yards School Handicap, Final.—1st Wong Tchah-gee, 2nd Wong Yau-yung.

Midgets' Ladder Crawl, Final.—1st

Lee Tsoh-sing.

Senior Medicine Ball, Practice 1.—

Won by 'D' Co.

Intermediate Medicine Ball, Practice 1.—Won by 'B' Co.

Junior Medicine Ball, Practice 1.—

Won by 'B' Co.

220-Yards School Handicap, Final.—

1st Wong Tchah-gee, 2nd Wong Yau-yung.

Obstacle Race, Final.—1st Tsang

Seu-kung, 2nd Wong Yien-ping.

Junior Medicine Ball, Practice 2.—

Won by 'H' Co.

Intermediate Medicine Ball, Practice 2.—Won by 'C' Co.

Senior Medicine Ball, Practice 2.—

Won by 'A' Co.

Midgets' Boot Race, Final.—1st Lee

Tsoh-sing.

Senior Tug-of-War.—Won by 'A'

Intermediate Crawl.—Won by 'D'

Junior Crawl.—Won by 'B' Co.

Relay Race.—Won by 'A' Co.

Second 'C' Co.

Potato Race, Final.—1st Two

Yuan-ching.

Second 'C' Co.—Won by 'C' Co.

Donkey Race (Intermediate and Juniors).—Winners Woo Moh-yeo and

Zee Ching-woo.

220-Yards School Handicap, Final.—

1st Wong Tchah-gee, 2nd Tsang

Tsang.

An exhibition of Chinese boxing

and hand-punch was given by 4 members of the Chen Won Athletic Association.

Chen Kweichung, Chang

Tsung-ji, Wong Sen-cheng, Tsou

Tsang-ung, and was greatly ap-

plauded.

All Comers Rifle Meet

All is Now Ready For The Regatta

(Continued from Page 1)

Race is for a quarter of a mile. Contestants will be in pairs in each canoe and paddle with hands only.

The full program is:

SATURDAY

Club Fourts 3:00 p.m.
Griffins Pairs 3:30 p.m.
International Pairs 4:00 p.m.
Hurry Scurry Race 4:30 p.m.
Junior Sculls 5:00 p.m.
Boat Race 5:15 p.m.

SUNDAY

Motor Boat, Preliminary 8:30 a.m.
Runs 10:30 a.m.
International Fourts 10:30 a.m.
Crate Race 10:45 a.m.
Cruiser Motor Boat Race 11:00 a.m.
Mixed Race 12:30 noon
Sprint Pairs 2:00 p.m.
International Eights 3:30 p.m.
Express Motor Boat Race 4:00 p.m.

Distribution of Prizes by Mr. J. H. McMichael at 5:00 p.m.

The personnel of the crews is as follows:

International Eights
Distance 1½ miles.

Bow V. Jensen 155 lbs.
E. Strassman 147 "
A. D. Stewart 150 "
I. W. Oots 147 "
W. E. Sauer 172 "
G. E. Ashley 180 "

AMERICAN EIGHT.

Bow V. Jensen 155 lbs.

E. Strassman 147 "

A. D. Stewart 150 "

I. W. Oots 147 "

W. E. Sauer 172 "

G. E. Ashley 180 "

STROKE O. A. Hansen 128 "

Cox E. A. Brodie 129 "

BRITISH EIGHT.

Bow D. Campbell 161 lbs.

2 W. T. Bertenshaw 152 "

3 A. Malcolm 145 "

4 J. J. Evans 177 "

5 H. S. Watson 160 "

6 E. McIntyre 158 "

7 T. R. MacDonald 182 "

Stroke H. P. B. Jones 158 "

Cox E. A. Brodie 129 "

DANISH EIGHT.

Bow O. A. Hansen 138 lbs.

2 N. M. Lund 147 "

3 N. Justesen 155 "

4 F. V. Jensen 165 "

5 K. Agensen 180 "

6 H. Dreyer 160 "

7 K. Albertsen 169 "

Stroke C. V. Jensen 158 "

Cox H. F. Landers 125 "

INTERNATIONAL FOURS

AMERICAN.

Bow V. Olsen 155 lbs.

2 G. E. Ashley 150 "

3 H. F. Merrill 156 "

4 H. B. Jones 158 "

5 W. E. Row 124 "

Stroke D. Campbell 151 lbs.

2 T. McIntyre 153 "

3 T. MacDonald 162 "

4 H. P. B. Jones 158 "

5 W. E. Row 124 "

DANISH.

Bow D. Campbell 151 lbs.

2 H. Dreyer 160 "

3 K. Agensen 150 "

4 H. F. Landers 125 "

Stroke E. A. Brodie 129 "

JUNIOR SCULLS.

Bow J. Edwards 155 lbs.

2 H. F. Landers 150 "

3 C. V. Jensen 155 "

4 H. F. Landers 125 "

INTERNATIONAL PAIRS

Distance 1½ miles.

Bow H. F. Merrill 159 lbs.

2 H. B. Jones 150 "

3 W. E. Row 124 "

Stroke T. MacDonald 162 "

2 H. P. B. Jones 153 "

3 H. F. Landers 129 "

DANISH.

Bow O. A. Hansen 158 lbs.

2 H. F. Landers 150 "

3 C. V. Jensen 155 "

4 H. F. Landers 125 "

INTERNATIONAL FOURTS

Distance 1 mile.

Bow D. Campbell 159 lbs.

2 H. B. Jones 150 "

3 W. E. Row 124 "

Stroke T. MacDonald 162 "

2 H. P. B. Jones 153 "

3 H. F. Landers 129 "

ITALIAN.

Bow L. Berres 175 lbs.

2 A. M. Carissio 140 "

3 H. S. Watson 160 "

4 E. Strassman 151 "

5 W. E. Row 124 "

Boat 2.

Bow D. H. Wythe 168 lbs.

2 H. S. Watson 160 "

3 E. Strassman 151 "

4 W. E. Row 124 "

Boat 3.

Bow P. C. Mansfield 143 lbs.

2 F. S. Ward 167 "

3 K. Albertsen 159 "

Stroke C. V. Jensen 155 lbs.

2 H. F. Landers 150 "

3 W. E. Row 124 "

Boat 4.

Bow E. A. Brodie 129 lbs.

2 H. F. Landers 150 "

3 W. E. Row 124 "

Stroke C. V. Jensen 155 lbs.

2 H. F. Landers 150 "